NOVEMBER 16, 1963. VOL. CCLV. NO. 3311. TWO SHILLINGS AND SIXPENCE

THE SPHERE

HOTEL SCHWARZER BOCK

Wiesbaden/Rhine (GERMANY)

320 Beds - 200 Baths - Own sparkling thermal - springs – indoor - swimming - pool Every comfort—Please ask for full folder IL.

Teleprint: 04186/640 Telephone 5821

MACANUDO

Jamaica's Best Cigar

GIVE **AVIA**

THE FAMOUS SWISS LEVER WATCHES with incabloc SHOCK PROTECTION

WORLD WITHOUT SHADOW

PLEASE REMEMBER ST. DUNSTAN'S IN YOUR WILL

All information from
THE LORD FRASER OF LONSDALE
(Chairman)

ST. DUNSTAN'S
191, Marylebone Road, N.W.1
(Registered in accordance with the National Assistance Act, 1948)

Drambuie

PRINCE CHARLES EDWARD'S LIQUEUR

WANTED
Food *and* Tools

£1 provides a month's feeding for two children or 38 lbs. of seed to grow more food.

Help with a gift to:
Sphere Relief, c/o Barclays Bank Ltd., High Street, Oxford.

OXFORD COMMITTEE FOR FAMINE RELIEF

Supporters include: Lord Gladwyn, Lord Hailsham, Lord Longford.

Apollinaris

is the natural mixer with Scotch...
ask for 'Scotch and POLLY'

TIO PEPE

THE SHERRY OF SPAIN

GONZALEZ BYASS

unlike any other shop in London

FINEST FRENCH AND IRISH LINEN
LADIES' FASHIONS, CHILDREN'S WEAR
TIES AND HANDKERCHIEFS

THE WHITE HOUSE
51, NEW BOND ST., LONDON, W.1.
Telephone MAYfair 3521

ALL CLASSES OF INSURANCE TRANSACTED

CAR & GENERAL INSURANCE CORPORATION LTD.

ROYAL EXCHANGE, LONDON, E.C.3

PUBLISHING OFFICE, INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/6

By Appointment
to Her Majesty The Queen
Suppliers of Martini Vermouth
Martini & Rossi Ltd., Brentford

The secret of a 'dry martini'

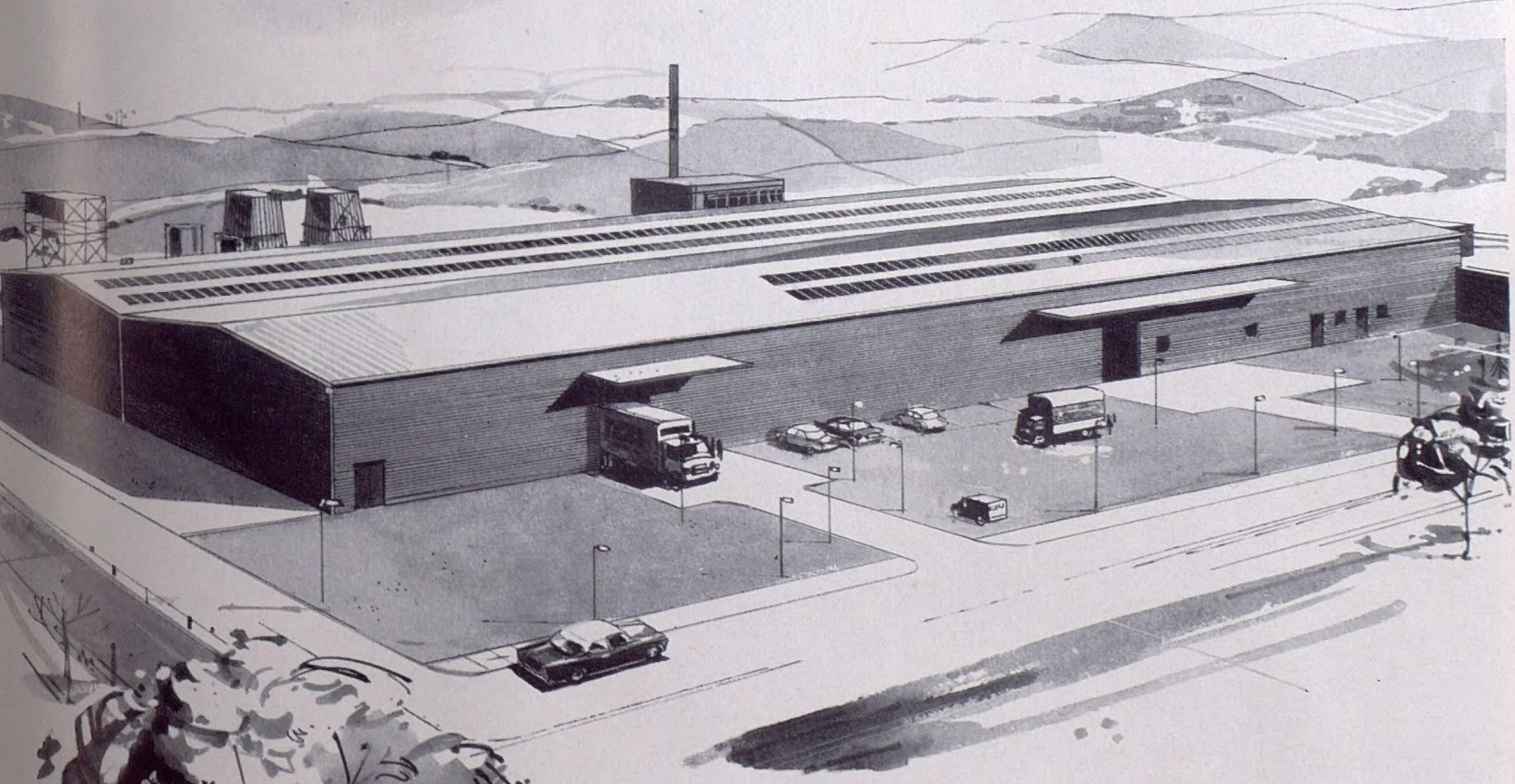
MARTINI
DRY

The impressive new food products factory, recently constructed at Kings Lynn for Dornay Foods is another example of the vital importance that Turriff attaches to early completion dates. For time is money and early completion means wheels turning and production under way. The Dornay factory was completed well ahead of schedule, the whole forty-four week contract being finished in forty weeks during the worst winter on record. If yours is a go-ahead, expanding organization and new construction is contemplated, you'll do well to nominate Turriff, who can be depended upon to erect just the right type of industrial building for your purpose, at the right price and in the right time.

a four-week **boost** to production!

Other noteworthy Turriff Projects.

BRITISH HYDROCARBON CHEMICALS LTD.
COVENTRY RADIATOR AND PRESSWORK CO. LTD.
JOHN HARRIS TOOLS LTD., WARWICK.
GUEST KEEN IRON & STEEL WORKS.
LANSING BAGNALL LTD.
THOMAS MORSON & SON LTD.
MULLARD EQUIPMENT LTD.
REGENT OIL COMPANY LTD.
W. M. STILL & SONS LTD.
UNITED KINGDOM ATOMIC ENERGY AUTHORITY
WOLSEY LTD.



TURRIFF

TURRIFF CONSTRUCTION
CORPORATION LTD
LONDON AND WARWICK

DRY SACK

of course, by WILLIAMS & HUMBERT

Volume CCLV No. 3311 LONDON, November 16, 1963

THE SPHERE

With which are incorporated *The Graphic* and *Black & White*

© 1963. Illustrated Newspapers Ltd. *All Rights Reserved*

Postage: Inland, 4½d.; Abroad, 6½d.

MIRACLE AT MATHILDE MINE

This picture by radio shows Heinz Kull being helped to an ambulance as he emerges from the mine at Lengede, West Germany, in which he and ten others had been trapped for 14 days. All were safely brought to the surface on November 7 in a rescue operation which was even more dramatic than that which had saved three others buried alive a week previously. The 11 were reached by a specially sunk shaft earlier than was expected owing to a compass miscalculation which, said Herr Rudolf Stein, the mine's director, turned out "miraculously" well

NEWS SUMMARY

Nato and the MLF; back to Westminster; two catastrophes in Japan

Sir Alec Douglas-Home triumphant after the announcement in Perth of his victory in the Kinross by-election

An equally happy winner—Mr W. Howie, the new Labour MP for Luton, acknowledges the cheers of his supporters after the declaration of the result of the by-election in the Bedfordshire town. He is with his wife

INTERNATIONAL

The conference of Nato Parliamentarians, under the presidency of Lord Crathorne, was held in Paris last week. Views were aired on the American proposal for a mixed-manned nuclear force (MLF), and the weight of opinion among the delegates did not appear to favour it. Nevertheless, while the conference was in progress, in another part of the Nato building officials of the seven governments actively concerned with the proposal were discussing how it could be implemented. The Parliamentarians also debated the possibility of unifying strategic planning on a world scale through the Atlantic Council. On the economic side the delegates considered closer liaison between member states in their policies of trade with the Communist states.

GREAT BRITAIN

Members of both Houses reassembled at Westminster on Tuesday for the final session of this Parliament, with political commentators cheerfully predicting a rumbustious time in the Commons. Leading up to the reassembly were the by-elections at Luton and at Kinross and West Perthshire. At Luton, the Labour Party did better than they had hoped, taking the seat from the Conservatives, with a majority of 3,749; the Liberal candidate lost his deposit. Luton, a town whose prosperity is chiefly based on Vauxhalls, was taken as representative of urban constituencies. In Kinross, Sir Alec Douglas-Home was elected, to gain his seat in the Commons, by 9,328, a majority larger than expected. The Liberal came second. A safe Conservative seat of a scattered rural character, Kinross was not taken as typical. Political tipsters were looking to the by-election at Dundee West next Thursday to provide more reliable pointers to political fortunes in Scotland. Labour are defending a small majority of 714.

The chief feature of the first period of the new Session of Parliament will be Government plans for vastly increased spending on housing, roads, education, hospitals and regional development in its commitment, proclaimed by the Prime Minister, towards a modern Britain taking full advantage of technological advances. Early this week, it was expected the Labour Party would launch a fierce attack on the Government on the question of the cost of these programmes and also on their timing.

One Bill to receive early consideration will be the Police Bill, to be introduced by the Home Secretary, in which he may well get wider powers. The Bill has been given urgency by the state of affairs in Sheffield. Last week a tribunal of inquiry upheld the decision of the Chief Constable of Sheffield to dismiss two detectives, convicted of beating up three suspects last March. The tribunal went further. It criticised the Chief Constable and the head of the Sheffield CID. Later, these two, and two other senior officers, were suspended by Sheffield Watch Committee.

UNITED STATES

Reports from Washington indicated that the Kennedy Administration was not at all sanguine about its immediate prospects on the home front. It seemed evident from voting in the recent local elections that President Kennedy's stand on Civil Rights was to some extent affecting traditional voting patterns, with some Northern white lower middle-class voters shifting from Democrat to Republican. In Congress, the Civil Rights Bill and the key tax-cuts Bill have been virtually killed for this year: the medical insurance and schools programmes will not be revived this year. Last week President Kennedy and his Secretary of State, Mr Dean Rusk, were warning both Houses that cuts in the Administration's proposed foreign aid bill denied the US the flexibility needed to protect American interests.

SOVIET UNION

During the October Revolution celebrations in Moscow last week (see opposite page) there was increased speculation about the possibility of a meeting of the leaders of the Communist parties of the world at some time in the foreseeable future. Such a meeting could lead to a showdown between Russia and China in their ideological dispute.

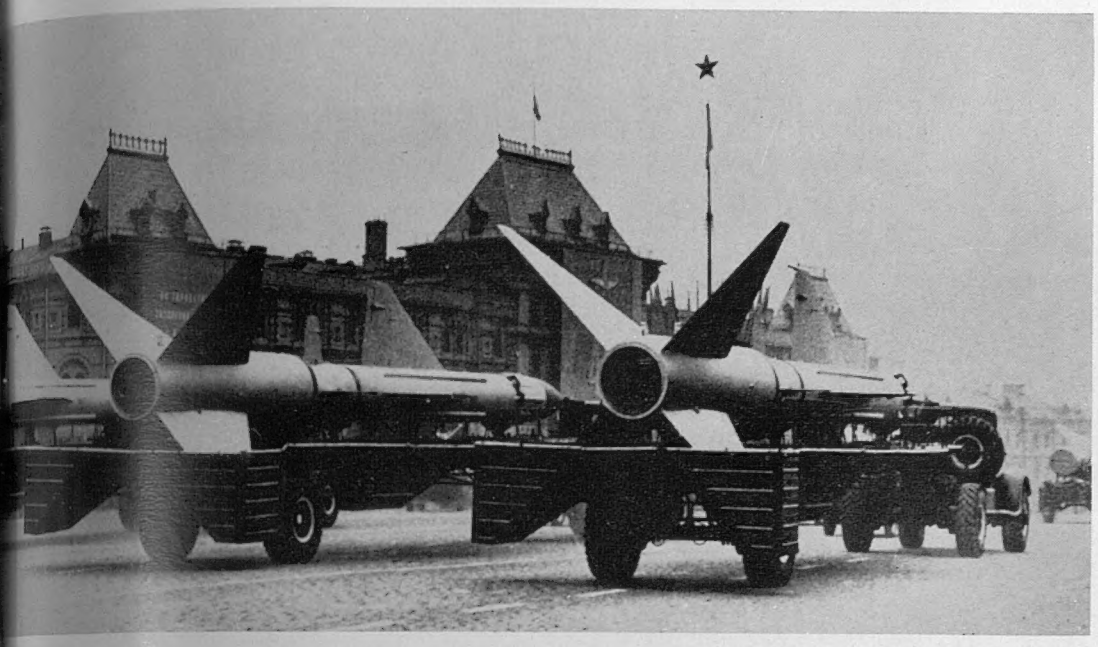
JAPAN

Within seven hours at the end of last week, two disasters claimed an estimated death roll of over 600 lives. The first was an explosion in a coal mine at Omuta, Northern Island. It occurred at shift-changing time, when twice the number of miners were underground than would be at any other time. Of the 1,388 men announced by the Mitsui Mining Company to have been below at the time of the disaster, 447 were killed, and 219 badly injured. The second accident was near Tokyo, at one of the busiest railway points in the country. A passenger train travelling towards the capital at 9.50 p.m. hit a derailed freight train, then cannoned off it into a commuter train speeding in the opposite direction. First estimates of casualties were 160 killed, and a further 70 injured. It was Japan's worst railway accident since 1947. Japan is due to hold general elections on November 21.

AFRICA

Foreign Ministers of the 32-nation African group were to meet in Addis Ababa this week to try to settle various ideological and frontier disputes. These include the Algerian frontier dispute with Morocco. It was reported early this week that the truce arranged in Mali a fortnight ago was being used by President Nasser of the United Arab Republic to send military equipment to the Algerians. At Beni Ounif, a potential flashpoint on the frontier, the Algerians were said to be organising massive reinforcements. Moroccan requests for help from the West had so far been turned down. France has too many commitments in both Algeria and Morocco to take sides. The truce, if it lasts, will continue to be uneasy for some time.

THE NEWS IN PICTURES



Russian anti-missile missile

Making its first appearance in public during the October Revolution Parade through Red Square in Moscow, is the Russian anti-missile missile. The only novelty in this year's parade, the missile is a 50-ft. long, two-stage rocket, and the largest yet displayed of Russia's surface - to - air missiles. According to Marshal Biryuzov, the Soviet Chief of Staff, it is capable of bringing down any method of air or space attack. This statement was greeted with some scepticism by observers in the West

The beauty from Jamaica

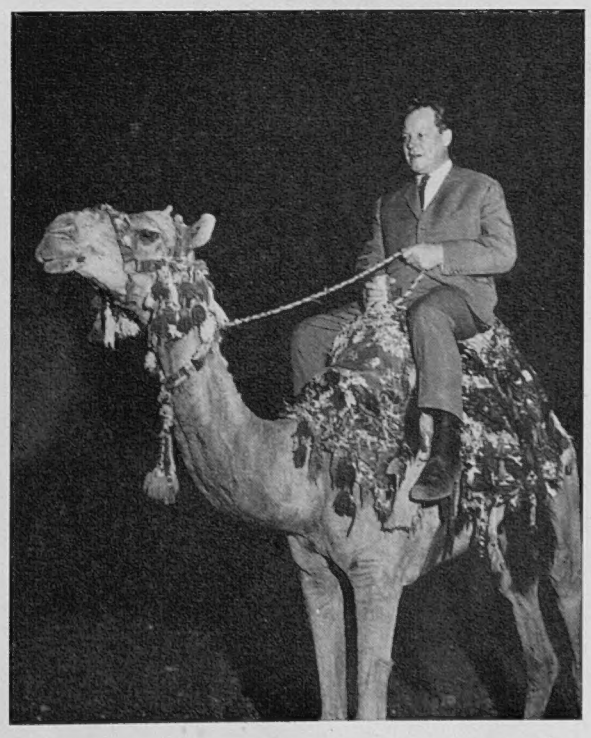
Miss Jamaica, 20-year-old Carole Crawford, having been crowned as Miss World 1963, is surrounded by runners-up, at the Lyceum Ballroom, London. From left they are Miss Sweden, Miss Finland, Miss New Zealand and Miss Denmark

The Greek Cabinet is sworn in

On the steps of the Royal Palace is the new Greek Cabinet, led by Mr George Papandreou (centre), the new Prime Minister. His Centre Union Party won only 140 seats out of 300 and so lacks a clear majority in Parliament—due to meet on December 11—unless he is joined by a further 11 deputies. But Mr Karamanlis, the ex-Premier, is challenging the new Government

Improving India's air umbrella

With his sunshade at the ready, a British airman climbs down from his jet fighter at an air base near Calcutta. He was a member of the British contingent taking part in the joint US-UK-India-Australia air exercises. These began last week and were designed to improve India's air defences



Willi Brandt in Egypt

The Mayor of West Berlin takes a ride on camel back during his visit to the Pyramids outside Cairo. During his stay in Eygpt he visited Mahmoud Fawzi, the Foreign Minister

THE NEWS IN PICTURES

French civil servants strike

A pavement in Paris is covered with uncollected rubbish. All French civil servants—including refuse collectors—were on strike in protest against the "unkept promises" of the government, following the last wage review. The strike, which involved two million workers, was called by Communist, Socialist and Catholic led trade unions

A near thing for 97 passengers

This picture was taken the morning after a Trans Canada DC8 jet airliner failed to take off at night from London Airport. It was gathering speed when the engines cut. As the pilot braked, the jet skidded, ploughed through two fences, and came to rest in a field. The 97 passengers scrambled out in thick fog, but none of the spilled fuel ignited

Hat in the ring

Mr Nelson Rockefeller, the Governor of New York, shakes hands with a well-wisher after he had voted at Tarrytown in the "off-year" elections. Two days later he announced that he proposed to run for the Republican nomination in next year's Presidential election. On present form his chief rival is expected to be Senator Barry Goldwater, who is on the right-wing of the Grand Old Party

Embrace in Cairo

President Nasser of the United Arab Republic greets Haile Selassie, the Emperor of Ethiopia, on the latter's arrival in the capital of the UAR for a three-day State visit. The Emperor, who is the senior ruler in Africa in terms of length of government, has lately shown himself an important influence in the councils of the African states. He is a mediator in the Algerian-Moroccan dispute

THE NEWS IN PICTURES

Thalidomide training unit

Princess Margaret sees two children who are fitted with artificial limbs at play after opening the Lady Hoare Experimental Workshop and Training Unit at Chailey Heritage in Sussex. With her is Lady Hoare who launched her Thalidomide Appeal last year. Funds from it have built the workshop but more money is urgently needed

Italian government resigns

In his office at the Chigi Palace, Signor Giovanni Leone holds a Press conference after presenting the resignation of his minority Christian Democratic government to President Segni of Italy. Two days later Signor Malagodi, the Liberal leader, spoke out against the projected formation of a centre-left coalition which Signor Moro was expected to lead

Reconciliation imperilled

Mr Peter Thomas, British Minister of State, Foreign Office, speaks at the Political Committee of the United Nations in New York. Flanking him are Mr Adlai Stevenson, US Ambassador to UN, and Mr Ismael Farmy, of the UAR. Referring to the stoppage by Soviet troops of US military convoys on the autobahn to Berlin, Mr Thomas said such incidents endangered a reconciliation between East and West. Late last week both America and the USSR claimed to have won in the autobahn incident (see also pages 266-267)

The new men in Saigon

At a Press conference in the capital of South Vietnam are, from left: General Pham Xuan Chieu, General Le Van Kim and General Tran Tu Oai, Minister of Information. They are some members of the Revolutionary Army Council, which directed the recent coup. It was stated that the death of President Diem and his brother Ngo Dinh Nhu could be attributed to "accidental suicide"

GAY AND GRAVE IN LONDON

The Lord Mayor's Show this year was a gay affair. The theme was building and an enormous span of history was covered in the procession, from the stone age to modern times. The Duke of Edinburgh laid the wreath on behalf of the Queen at the Cenotaph on Remembrance Sunday. Among the political leaders present was, as usual, Lord Attlee. Another recent London occasion was the visit of the Queen Mother to County Hall to mark its completion. Away from it all was Mr Macmillan, convalescing at his home, Birch Grove, in Sussex.

Above: The Queen Mother inspects models of future plans for the South Bank during her visit to County Hall to mark the completion of the LCC's headquarters. She unveiled a tablet to commemorate the occasion
Top left: Stone age cavemen and a dragon pass the Mansion House in the City of London during the Lord Mayor's Show
Top right: A smile and a wave from Alderman C. J. Harman, the new Lord Mayor, as he drives in state to the Law Courts to take his oath of office
Left: Mr Macmillan leaves London for Sussex

Above: Former members of the RAF Air-Sea Rescue Service drop their Remembrance wreath into the sea off Newhaven in Sussex **Top:** The Duke of Edinburgh leads the nation's homage at the Cenotaph in London on Remembrance Sunday. On the balcony in centre background are the Queen Mother, Princess Marina and King Olav of Norway **Above right:** Lord Montgomery straightens the tie of one of the boys at the Royal Wanstead School. The Field-Marshal took the salute at the Remembrance Day parade of the Combined Cadet Force of the school

JOHN CONNELL

SUMMATION AND SALUTE

258 *John Connell has gone abroad for several weeks and therefore cannot continue his regular contribution on this page. It will, however, remain concerned with foreign affairs, and one of a team of experts invited by* The Sphere *will each week write on some aspect of the international scene. It is hoped that on his return to Britain Mr Connell will be among the writers.*

Political commentary of the kind which, during the past five and a half years, I have had the honour to offer week by week on this page in *The Sphere*, is—thanks be—a perpetual challenge. The topics are necessarily varied and transient; the principles which underlie the comment are—or ought to be—solid and unshakable. A writer on current affairs is, in my view, worthless and perhaps actively dangerous to his readers, if he cannot relate the ephemeral happenings in international diplomacy and politics to a coherent and consistent philosophy of his own. He cannot claim always to be right. He can only—and he *must*—try to tell the truth as he sees it. Freedom of comment such as I have been accorded here is a rare privilege—increasingly rare nowadays—and I hope that I have shown in my exercise of it both the humility and the gratitude it deserves. For along with the privilege there goes a grave responsibility, about which I don't wish to be pompous, but of which I have striven to retain my awareness. Three cardinal sins lie in wait for anyone who would practise my craft: an intolerance of the opinions of others, an arrogant assumption of rectitude, and a tendency to twist the facts to suit deeply held beliefs.

The events about which I wrote when I began in April, 1958 are receding now into history; but it has happened that, during the whole period, I have had to think on two planes, since as well as commenting on the current international news, I have been trying to write history—or rather biography—which is (I hope) generally accepted nowadays as a branch of history. The dual experience has imposed a double discipline. To be able to bring an historian's objectivity to the news, week by week, and at the same time focus a reporter's urgency on history is an ideal of which I have been sharply conscious, but which I have too seldom, I fear, been able to fulfil.

Among those who have read this page there have been many who from time to time have disagreed with some of my opinions; but it has also brought me, at home and overseas, a number of friends for whose support and encouragement I have been deeply grateful. My opinions are strong—and on some matters pretty heterodox—and I express them vehemently, and on occasion provocatively. I don't think I should be much use to any reader if I didn't; but I know that I need not flatter myself that I have moulded—or even affected—policy. Some of my more unconventional and unfashionable comments have, I am told, produced some raised eyebrows in Whitehall. But I have tried always to put the responsibilities and the interests of my country first.

First among those interests (without the safeguarding of which the responsibilities could never be exercised) is the preservation of our national independence. Unashamedly I have always put that top of the list. If independence is of such tremendous importance—as I concede it is—to Indians, Ghanaians, Cypriots, Kenyans and millions of others, to whom it has come in the past decade or two, why should it be denied to the people of these islands who have maintained it for 1,000 years? I know, and have said so here repeatedly, that it must be combined with a growing measure of international interdependence.

The effective construction, and then the retention and expansion of this synthesis, has been the principal diplomatic task of the British Government during the whole period in which I have written regularly for *The Sphere*. I began these articles some eighteen months after the Suez crisis; my first was, as I recall, an account of and reflections on a brief visit to the Middle East in the spring of 1958; and it was by then beginning to be possible to regard Suez in some kind of perspective. Across a quarter of a century of pretty close involvement in public affairs three major crises, each of a peculiarly searing nature, stand out in my recollection: Munich, Suez and Cuba. At Suez the British and French Governments' concept of independence in the framework of interdependence was undermined by the Americans' ruthless and myopic assertion of political, military and technological supremacy.

The French since then have followed—through and beyond the bloody and brutal squalor of the Algerian war—the Gaullist road, which our history and the whole cast of our national temperament both close off to us. To Mr Macmillan and to Mr Selwyn Lloyd, during his long tenure of the post of Foreign Secretary, there must go, I believe, by far the greater part of the credit for having rebuilt a workable pattern of international relationships for this country; and to Sir Alec Douglas-Home, in succession to Mr Lloyd, for having seized, with energy and skill, the opportunity to make it work. Let there be no mistake about it; the conduct of British external policy these days is a task of the most daunting magnitude, beset always with disappointments and disillusionments, and demanding incessant and toilsome concentration on an apparently endless succession of tactical and transient issues.

But the big issues remain, just as formidable and just as complex as ever, though the rigidity and the complete lack of ability to manoeuvre which afflicted them in 1958 seem for the time being to have been eliminated. Getting on with the United States is still the primary obligation of the British Foreign Secretary, outweighing all others in its pressure upon the brain and the heart. In the Eisenhower-Dulles era it was like trying to have a love-affair with one of those old-fashioned Central European mattresses which consisted of equal and inextricably mingled proportions of eider feathers and reinforced concrete. In the consulship of Kennedy it is like being the elderly, physically enfeebled bride of a high-grade, more than slightly schizophrenic computer, which is very near but not quite over the edge of a nervous breakdown. I have more than once reflected that it would be pleasant to imitate de Gaulle and shake off, as far as possible, this alarmingly difficult entanglement. This is for us, however, the most impracticable of all fantasies.

Mr Butler, grinning and bearing it, the patient, inscrutable, lopsided master of the devious phrase, is a symbolically apt embodiment of our national dilemma and our national chance. Somehow this extraordinary man, apparently loaded with commitments, contrives to remain—when he emerges from the clouds of his own phrase-making—uncommitted. And uncommitted is what this country should be, though not in the Nehru or high priggish sense. Committed to the maintenance and enhancement of our national independence, but uncommitted to the follies and the flaps which, from time to time, bring the United States—and with the United States all the rest of us—at best into an unholy muddle, and at worst to the edge of sudden and very painful annihilation. The frequent duty of saying, with clarity but (as everyone realises) without the physical force to back it up, "and think about the rest of us, too" to the US Administration, is by no means dignified, but it is essential that the British Foreign Secretary fulfils it.

With it always in mind, he can then address himself to other matters; for example, the Soviet Union's desire for a truce, or at any rate a real relaxation of tension, in the Cold War, linked to China's determination to crush, as soon as possible, the evil forces of capitalism-imperialism; the arduous effort to put our relations with the European Economic Community back on the same sort of workable footing; and the daunting problems created by the Commonwealth, a majority of whose new members appear to dislike and despise our every ideal and achievement. Against this, it must be said, they retain with agile tenacity a surprising number of connections with us, industrial and mercantile.

In all kinds of facets these are the issues about which, week after week, I have written here. They are rooted in our history; to our descendants they will have become the stuff of history. I during these years of writing here have inevitably been a participant—and a biased partisan my critics would say—as well as a commentator. Among the many influences on my thought and my beliefs the greatest of which I am aware has always been that of the historian who declared: "It will be enough for me if these words of mine are judged useful by those who want to understand clearly the events which happened in the past and which (human nature being what it is) will, at some time or other and in much the same ways, be repeated in the future." It is in that clear light, which beat on conflicts and controversies in the eastern Mediterranean two and a half thousand years ago, that I have tried to record and comment on the swirl of international affairs on this page; and in the end it is by that standard—and that standard only—that as I face you, my readers, I would ask to be judged.

THE NEW LINE IN MOSCOW

These photographs show how the many modern buildings in the Soviet capital are giving it a new skyline. Both were taken from the roof of the Hotel Ukrania. The view above is towards the Kremlin. In the picture on the left the buildings in the foreground by the Novo-Arabatsky bridge are apartment blocks

A LONDON NEWSLETTER

13-15 John Adam Street, London, WC2

260 **How far the little candle . . .?**

The Episcopal Church of St. Serf's, Comrie, is very small. In it, two Sundays ago, while Canon Boxer of St. Mary's, Edinburgh, thundered from the pulpit, sat our new Premier and 40 others. The Canon kept them awake. There is less tendency to doze in Kirks than in English parish churches. Canon Boxer did not pull his punches. He attacked the nation's deplorable morals all down the line; prostitution, procuring, cheating, racketeering, spying, violent crime, doping, the traffic in dirt. He battered the lot. Those of us, he said, who still believe that there is a moral standard to uphold, are fighting an uphill battle and find resistance in unexpected quarters, from dons and even from Bishops. Sir Alec thought it a splendid sermon and told the Canon so. The Canon confessed that he was unaware that the Premier would be in his congregation. How far his little candle will throw its light, we cannot tell. The Premier promised to tend its flame, and all the circumstances of that day and all the conditions of our times suggest that little St. Serf's was a very excellent choice of venue for lighting a new candle, and feeding its flame to a bonfire, in the land of John Knox, who was lighting such another candle 400 years ago in the reign of another Elizabeth of England.

Muddying the fountain

Mr Ziman's arguments in the *Telegraph*—'Hereditary Titles and Status'—are unanswerable. " Now that the tradition which associates an hereditary peerage with a special automatic and permanent parliamentary status, can be modified at the wish of the holder, how can continuance of the hereditary privilege be longer justified?" I ask you. Can it be justified by clinging blindly to the traditions of the " Great Days," or by the excuse that to end it might in some way damage the Monarchy? No, nor by any other specious excuse. Our new Premier has many more important and priority reforms ahead of him, yet if he truly desires to be a democratic Premier and to ensure that his " democracy " is not only done but seen to be done, he should find time to deal with this tremendous trifle; he should abandon the practices of his predecessor and make full use of the Life-peerage Act which was designed for the very purpose of making the Upper House a little less blatantly undemocratic and absurd. So far he has blindly followed Mr Macmillan in neglecting that Act and in preferring hereditary titles, even for men with no male heirs. If this image of democratic Conservatism is sincere, he will be very wise to see that the absurdity is liquidated under Tory Government. When Labour rules, that liquidation is a certainty. There is today no justification for the continued creation of any form of hereditary title, with or without parliamentary status. In a matter of days only, the new Premier has seen the status of the House of Lords fall to zero, by a new " traffic in honours " whereby politicians can swop peerages for seats in the Commons and vice versa without consideration for the wishes of the electors. Small wonder that the idea should catch on in the matter of Editorial chairs.

The Duke of Edinburgh speaks at a Conference at the Fishmongers Hall in the City of London on " The Countryside in 1970." Also present at the Plenary Session from left to right: Dr Beeching, Lord Strang, Lord Hurcomb, and Sir Christopher Hinton

A warning to plumbers

A gently expressed warning to plumbers who are " in the habit of ignoring by-laws, particularly as to the safety-depths of underground water pipes," has issued from the Ministry of Housing. It warns plumbers and builders that water undertakings may think it right to warn the offending plumbers, etc., that " if they proceed " they may be prosecuted. This is gobbledegook at its most futile. So is its corollary warning to householders who have a " prime responsibility that their water-pipe systems are frost-proof." I wonder how many people have bought old or new houses since last winter's freeze-up? How many of them can you visualise in the next four weeks probing (with or without the help of that *rara avis*, the busy and elusive expert) to discover where their water-pipe tees-off from the main, and then proceeding to *lower* it if it be not as deeply sunk as regulations required? How many of them, for that matter, know whether the pipes in the houses they have bought since March, 1963, were frozen up or not last winter? The Ministry warns them that if they fail to ensure these safety precautions before winter strikes again in a few weeks, they may be denied water supplies by the water undertakings. Last winter it was not the " water undertakings " which denied them water supplies, but that villain, Jack Frost.

NOW ON SALE—
SPHERE CHRISTMAS NUMBER, 5s

Order now from your usual newsagent or direct from The Publisher, The Sphere, 13-15, *John Adam Street, London, W.C.2. The price of* The Sphere *Christmas Number, including postage, is* 5*s* 10*d. An attractive greetings card is included with every Christmas Number sent on your behalf.*

Dignity forbids

The camera cannot lie. That is a statement I would not accept wholly. I have only to glance again at my passport photograph. It is too horrible to be true. But a sketch can certainly lie, and supporters of the new Premier have been shocked by a drawing of him by a left-wing artist which represents him as foxy, sly and cynical, a smart "Alec." Some of his supporters don't care about that "Alec." It is undignified for a Premier of a great nation. No one speaks of Alec or Alfie the Great, or Charley II or Billy Shakespeare. " Alec " is all very well in the family circle, but these childish diminutives and nursery nicknames are inappropriate in speaking of public figures. An hereditary legislator, who had not the guts and confidence to overcome or disregard such

early handicaps, might well be silenced or put off his game or knocked off his column by such a nickname as Boufy, Shrimp or Gugs.

Hauliers' vision

That competition is beneficial to the public, all who remember the British railway system before nationalisation would probably agree. In those days, for instance, the G.W. Railway competed with its rival systems to the west and south to attract passengers and did not neglect such artful aids as politeness, cleanliness and assistance with luggage; and the travelling public could choose the best of two or three competitors for their favours. Dr Beeching, interested chiefly in making the railways pay, is more concerned with wooing freight than passengers, and Mr Marples, overlord of rail and road, has revived the idea of competition—this time between rival freighters. He will provide trunk roads on which hauliers can speed at 70 m.p.h. with heavy goods and deliver them from door to door between London and Glasgow in the daylight hours. Can Beeching do better—from door to door? The hauliers' dream is the motorist's nightmare. The hauliers already whizz past him or hoot him out of their way on the indifferent roads and with the restrictive regulations they still suffer under. When they have the roads and unrestricted right to justify 70 m.p.h. for miles and miles on end, the modest motorist one way or other is likely to be eliminated. The new competition in transport may be very good for heavy freight delivery but does not suggest travellers' joy to me. *The Old Stager*

Above: A new information service in London. Each of these girls speaks at least two foreign languages. Wearing dark blue uniforms and the symbol of the British Travel and Holidays Association, they will staff the Tourist Information Bureaux to be set up at London Airport and the West London Air Terminal. From left they are, Susan Racklyeft; Jennie Bevan; Caroline Kirkpatrick; Mary Ward and Deidre Prior

Top: At the Queen's Gallery at Buckingham Palace, there is a winter exhibition of great charm. It presents together for the first time paintings of royal children and many objects of interest to do with them. In this view of the Lower Gallery is a donkey barouche, built by Corben of Twickenham for Queen Adelaide in 1847, as a gift for the Prince of Wales (later Edward VII)

Above left: At a meeting of the London Chamber of Commerce and the Illinois Trade Mission in the City of London recently, Mr Edward Locelin, President of the Chicago Association of Commerce and Industry, delivers the opening speech. On his right is the deputy Chairman of the US section of the London Chamber, Mr B. H. Russell, and on his left, Mr A. E. Vann, Chairman of the London Chamber of Commerce

THE BOYS FROM SYRACUSE

photographs by Tom Hustler

262 From the *Menaechmi* of Plautus to Shakespeare's *Comedy of Errors*, we come finally to *The Boys from Syracuse*, George Abbott's adaptation first produced in America in 1938, and now staged for the first time in Britain by Williamson Music Ltd. at the Theatre Royal in Drury Lane. Whether it will match the 5½-year run of *My Fair Lady* (which it replaces) remains to be seen. But this musical comedy has been having a great success at the off-Broadway Theatre Four in New York since April this year and seems to have some of the ingredients of longevity; the unfailing plot based on a confusion of identities; hit songs by Richard Rodgers, including *Falling in Love with Love*; abounding vitality and a good deal of sauciness; the kind of appeal we enjoyed in *Kiss Me Kate*.

The London production, directed by Christopher Hewett, and supervised by Jerome Whyte, has a cast of 60 led by Bob Monkhouse and Maggie Fitzgibbon, lavishly costumed by Irene Sharaff, in settings by Herbert Senn and Helen Pond.

Above: "How now, Sir, is your merry humour altered?" Sonny Farrar (right) as Dromio of Ephesus in a comic turn with Edward Atienza as the Sorcerer

Above right: Bob Monkhouse as Antipholus of Syracuse and Paula Hendrix as Luciana sing *This can't be Love*, and of course they are right

Right: "I see two husbands or my eyes deceive me." Adriana, played by Lynn Kennington, is confused between Antipholus of Ephesus and Antipholus of Syracuse, played by Denis Quilley and Bob Monkhouse respectively. They turn out to be twins. Dromio of Ephesus (Sonny Farrar) (left) is mixed up in it too

Above: In *The Boys from Syracuse*, based on Shakespeare's *Comedy of Errors*, April Olrich as Fatima leads the Courtesans in a song and dance. "Sleep I now and think I hear all this? What error drives our eyes and ears amiss? Gaze where you should, and that will clear your sight." The choreography in this lively production at the Theatre Royal in Drury Lane, is by Bob Herget

Left: "I'll stop mine ears against the mermaid's song." The spirit of Shakespeare's comedy is translated into music in this scene in which Paula Hendrix (Luciana), Lynn Kennington (Adriana) and Maggie Fitzgibbon (Luce, Adriana's servant) sing one of the many songs

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

THE VOICE OF THE COMMONWEALTH

264 **COMMONWEALTH EDUCATION**

Scholarship Plan reaching its target

The Commonwealth Scholarship and Fellowship Plan is making progress in reaching its target of 1,000 scholarships and fellowships held at any one time in the various Commonwealth countries, it has been announced by the Commonwealth Education Liaison Committee. This was the number envisaged at the inception of the Plan at the first Commonwealth Education Conference at Oxford in 1959 and the target, which can only be reached by a building up of annual intakes, is now in sight, according to the third Annual Report on the Plan 1962-63, drawn up by the Association of Commonwealth Universities for publication by the Commonwealth Education Liaison Committee.

The number of Commonwealth scholars holding awards stands this year at 820, as counted in the first terms of the respective awarding countries' academic years (1962-63 in northern hemisphere and 1962 in southern hemisphere countries). Last year the comparable first term figure was approximately 680. The 820 scholars come from 45 different Commonwealth countries, the largest number being from India (144) and from Canada and Pakistan (68 each). Over 50 per cent. (467) were holding awards in Britain and about 25 per cent. (220) in Canada, the next largest awarding countries being Australia (73), India (20), and New Zealand (18). Awards were also held in Pakistan (3), Ceylon (2), Malaya (6), Nigeria (1), Rhodesia and Nyasaland (4), East Africa (2) and Hong Kong (4). About 75 per cent. (629) of the scholars were studying for higher degrees and only just over 7 per cent. (57) for first degrees. A broad spread of subjects has been covered, including: arts and humanity about 25 per cent., social studies about 15 per cent., pure science about 27 per cent., technology about 15 per cent. and medicine about 8 per cent. In addition to the 820 scholars there were seven Commonwealth Visiting Fellows.

The Report makes it clear that the Plan is losing nothing of its prestige and popularity. But concern has been expressed by a number of small Commonwealth countries on the insufficient numbers of awards which have been made available at the first degree level.

Commonwealth Scholarships are intended to provide opportunities for study overseas to young graduates of high intellectual promise who may be expected to make a significant contribution to life in their own countries on their return. The awards, which are made available by bilateral agreement between Commonwealth countries, are normally tenable for two years' post-graduate study at universities or institutions of higher learning in the awarding country. Awards for undergraduate study may also be made when facilities do not exist for the study of a particular subject in the country of a candidate's permanent home. Commonwealth Visiting Fellowships, which have been instituted by a few Commonwealth countries, are normally intended for senior scholars of established reputation and achievement.

The Report may be purchased in Britain from H.M. Stationery Office (price 5s) and in other Commonwealth countries and in the United States from H.M. Stationery Office agents there.

Right: Instructor-Lieutenant W. Evans, RN, takes time off while serving with 42 Commando, Royal Marines in Sarawak, to teach schoolchildren games

MALAYSIA

The CPA conference in Kuala Lumpur

The ninth annual conference of the Commonwealth Parliamentary Association was ceremonially opened by His Majesty the Yang di-Pertuan Agong in the Banquet Hall of the new Parliament Building, Kuala Lumpur on Monday, November 4. About 120 delegates from 28 Commonwealth countries and territories attended the conference and 66 branches of the Commonwealth Parliamentary Association were represented. The delegates went on a pre-conference tour of the Malaysian States.

Delegations varied in size—from single delegates to large contingents. Delegates included a former Prime Minister (Mr Walter Nash, New Zealand), a provincial Premier (Mr D. Roblinc, Manitoba, Canada), several Cabinet Ministers, Presiding Officers and Leaders of Opposition. Among them were also three past chairmen of the CPA and 18 secretaries of delegations, mostly Clerks or Assistant Clerks of Legislatures.

Business sessions of the conference began on November 5 and were to conclude on November 9. The discussions covering a wide area of public affairs included (*a*) technical and educational co-operation; (*b*) promotion and expansion of trade between Commonwealth countries; (*c*) world affairs and defence.

Right: Mr Bernard Braine (left) and Mr J. Griffiths in Kuala Lumpur with Dr Lim Swee Aun, Malaysia's Minister of Commerce and Industry and this year's Chairman of the Commonwealth Parliamentary Conference

Far right: At the table is another group of delegates to the CPA in the Malaysian capital. From left they are: Mr Christie (Bahamas), Mr Ainsley (Britain), Miss Herbison (Britain), Mr Pullicino (Uganda), Mr J. E. Harvey (Britain), Mr F. C. Colborne (Alberta, Canada) and Kumari Shanta Vasisht (India)

NEW HIGH COMMISSIONER

Mr Harold Smedley, the Head of the News Department of the Commonwealth Relations Office in London, is to succeed Sir Geoffrey de Freitas as British High Commissioner in Ghana, it was announced last week. He takes up his post in January. Aged 43, the High Commissioner-designate served with distinction in the Royal Marine Commandos in the war and afterwards took a first class degree in classics at Cambridge University. He joined the Civil Service in 1946. Mr Smedley has served in the British High Commissioners' offices in New Zealand, India and Southern Rhodesia and was also Private Secretary to Lord Swinton and to Lord Home (now Sir Alec Douglas-Home) when they held office as Commonwealth Secretary. He is the first Head of News of the CRO to become head of a diplomatic mission. **C.D.**

Above: The Mayor of Gibraltar, Sir Joshua Hassan, is photographed outside Buckingham Palace with his two daughters, Lola and Rosette, on the occasion of his investiture as Knight Bachelor

Top: At a Malaysian wedding in London. Sir Douglas Waring (left), chairman of the London Tin Corporation, and Tunku Ya' cob, the High Commissioner for Malaya in London, toast the bride and bridegroom, Miss Jasmine Lee, daughter of Sir Henry Lee, former Finance Minister of Malaya, and Mr Robert Goh, son of a Singapore businessman

YOUTHFUL HOPES DIVIDED

photographs by John Bulmer

The young people on both sides of the Wall have the same emotions, and presumably much the same aspirations, in their personal lives. But the contrast in the respective conditions in which they live is sharp. In the West there is freedom and often a gay atmosphere. In the East there is regimentation by the authorities and circumstances are often drab. How long the East Berlin youth will tolerate this division from their fellows over the Wall must be a perpetual anxiety to the Communist bosses, and indeed was one of the causes for the barrier. One of the reasons for last week's stoppage by Soviet troops on the East German autobahn of a Western convoy which refused to dismount and be counted—it was the second such incident in a month—may have been intended as a reminder to the West as to who controls access to Berlin, and to East Berliners who their real masters are.

Above: Arm in arm, a couple of young East Berliners stroll in their section of the city, drab in comparison with the other side of the Wall
Top left: In West Berlin a girl waits outside a cafe in the Kurfürstendamm. The street, rebuilt from its wartime devastation, is now regarded as one of the most glamorous in the world

Left: Young people in one of the many coffee bars to be found in the West sector
Below left: Boys roller-skating on the Communist side of the infamous Wall are watched by a group of sightseers on the West side. The East Berlin authorities keep their barrier to freedom very heavily wired

Above: A party of young people which has been directed in East Berlin to digging ditches. The women and girls must take their share of the heavy manual labour
Left: Pupils at an evening class in West Berlin, where the population has a thirst for knowledge. Many attend classes after the day's work

BRIAN VESEY-FITZGERALD

BETWEEN DALE AND MOOR

268 The whole of the West Riding of Yorkshire is full of running water. It was water that first provided the power to turn wheels and made this region one of the great industrial areas of Britain. There are endless streams and small rivers—the Loxley, the Lune, the Porter, the Rivelin, the Sheaf, the Sheffield, and so on; even the Ribble must, I think, be ranked among the smaller rivers, since but 40 miles of its length lie within the West Riding—and five major ones, which rise in the Pennines and flow eastwards to join the Ouse and thence, identity lost, the sea.

These five—the Aire, the Calder, the Don, the Nidd and the Wharfe—spread out across the West Riding like the five fingers of a hand. The valleys, at least the upper valleys, of the three northern rivers—the Aire, the Nidd and the Wharfe—are known as Airedale, Nidderdale and Wharfedale. Now dale is the Norse name for the valley of a river enclosed by hills and the upper reaches of all five rivers have formed valleys through the hills. But, so far as I am aware, the name 'dale' has never been applied to the valleys of the Calder and the Don; which seems strange. For that matter, virtually the whole of the West Riding is made up of dales. But the name has come to be applied, so far as the West Riding is concerned (there are, of course, dales, plenty of them, outside the West Riding), only to the stretch of limestone country north of the Aire Gap. This is the country known to the folk of the industrial West Riding as The Dales. It is a scenic, rather than an accurate, description.

Consider Airedale. The Aire rises above Malham Tarn, flows through Bingley and Shipley to Leeds, meets the Calder at Castleford, and joins the Ouse at Airmyn. If one is to take dale at its strict definition, then Airedale extends at least as far south as Leeds. But the southern part of it is now a built-up area, a long industrial valley, tall chimneys its chief feature. No one, now, would dream of calling this southern part a dale, for the name has acquired a romantic connotation: but a dale it is. Consider Wharfedale: it, too, may be said to extend to just north of Leeds. The Wharfe rises in the Wharfe Gap at the foot of Dodd Fell (at its source it is known as the Oughtershaw Beck), flows through Ilkley, Otley and Wetherby, and joins the Ouse near Cawood. It is a genuine dale at least as far as Otley, but nowadays the name, Wharfedale, seems to be confined to the valley beyond Bolton Abbey. Yet one of the best views in the whole of its length is from the edge of the plateau just beyond Bramhope Church; and that is virtually the outskirts of Leeds. Now consider Nidderdale. The Nidd rises on Great Whernside, flows through Pateley Bridge and Knaresborough, and joins the Ouse at Nun Monkton. It is a genuine dale as far as Dacre. Moreover, it is known as such for the whole of that length. And in the whole of that length there is nothing that can really be called a town, and no industry. And there I think you have the truth of the matter. The modern dale must be town-free: not merely industry-free, town-free.

A panorama of the moorland surrounding Ilkley. Once a spa, the town is now mainly residential, but it still retains the atmosphere and architecture of a health resort

This does a great injustice to Wharfedale, a valley of outstanding beauty all the way from Otley, not merely from Bolton Abbey, to the source. The lower part, the stretch between Otley and Ilkley, used to be known as Lower Wharfedale. Even that name seems to have been dropped now, with the result that people press on along the main road, which runs for a long way hard by the river (the Wharfe is the most approachable of all Yorkshire rivers), with never a glance for the beauty—there are views as expansive and grand here as many higher up—and never a thought for the history. True, Otley is an industrial town. There are leather works (and sometimes a smell), mills and factories for making printing machines: and who wants to stop and look at an industrial town? But Otley with its grey stone and narrow streets, clustered immediately below the high hill of Otley Chevin, has much that is really beautiful. It was Ella Pontefract who pointed out that, had it developed in a different way, Otley might have been an Innsbrück or an Edinburgh. And that is very true. There are glimpses in Otley that belong to Austria: only the voices tell you where you are. The little town more than repays a pause and a walk around.

Indeed, I prefer industrial, work-a-day, Otley to residential, wealthy, Ilkley. Ilkley's recorded history goes back to Roman times. This was Olicana, the junction of two important roads (traces of both may still be seen) and a place of great strategic importance. But man was here long before recorded history: there are stones marked with cup and ring carvings in the public garden, and on the moor high above the town is a great rock bearing a swastika carved by men of the Bronze Age. Modern Ilkley is a Victorian town of terraces and hotels. Once it was a spa; and it still has the architecture and the atmosphere of a spa. The principal shopping street could be put down in Harrogate without causing remark; only the stone would seem out of place in Cheltenham or Leamington. And this is true, too, of the large, rather ugly, Victorian houses with their well-kept, but unimaginative, gardens. Ilkley always strikes me as a dull, too respectable, town. But the surroundings are magnificent and the air intoxicating. It is a wonderful centre for walking wonderful country. Nowadays, fewer people walk.

Ilkley is nationally known for the song, "Ilkla Moor ba t'at." Lettice Cooper, who knows the West Riding better than anybody else, says that Ilkla Moor ba t'at simply means Bradford on Holiday, which seems to be a bit involved even for the West Riding dialect. But it is true that Ilkley Moor (the proper name is Rumbold's Moor; Rumbold being a legendary giant), which spans the hill that separates industrial Airedale from beautiful Wharfedale, has a traditional place in Bradford history. On the first Easter Monday after betrothal the sweethearts of Bradford walk from Shipley over the Moor to Ilkley. It is no mean walk, for at half-way you climb to 1,269 feet. And in the evening they walk back again via Ben Rhydding. It makes a long day and a long walk, and the couples get to know each other pretty well in the course of it. Few engaged couples, I am told, take the outward walk on Easter Monday now, and none the round trip. In a year or so none will attempt it at all. Ilkley has too good a bus service.

CRANLEIGH v EASTBOURNE

It was an exciting day at Cranleigh for the school's win against Eastbourne College on October 26. If the Eastbourne centres had not tackled so well in the first half, Cranleigh's attacks might have led to some scoring before the moment when C. J. W. Gilbert forced his way through shortly before half-time to score Cranleigh's first try near the posts. M. G. Dorrell converted, but Eastbourne were not easily beaten. Attacking hard, a penalty against Cranleigh gave their scrum half and Captain, P. S. A. Taylor, an opportunity to score a fine try before the whistle blew.

After half-time, it was following a spirited attack by Eastbourne that R. W. H. Smith made a sudden blindside break for Cranleigh, and scored a further try. Yet another try for Cranleigh occurred soon afterwards when Dorrell was able to pick up and make the Eastbourne line successfully in a 25-yard sprint. At the end of the game Cranleigh had won by 11 points to 3.

Left: J. S. Ashcroft jumps for Eastbourne (check shirts). Jumping for Cranleigh (white shirts) are M. Curwen and M. G. V. Buckley. They are supported by R. Sperryn Jones, R. J. Kennett, G. P. Lawrence and R. W. H. Smith
Below: Grabbing the ball on the right wing is J. D. Coppock. He is taking a pass from P. S. A. Taylor, the Eastbourne Captain, in spite of an attempted tackle by a Cranleigh player

Above: The Eastbourne Captain, P. S. A. Taylor, scores his side's only try near the corner flag after a short penalty kick. Too late to stop him are C. J. W. Gilbert and N. Dimbleby
Above left: Speak no evil and hear no evil for A. J. Terry, the Cranleigh hooker, tackled by A. D. C. Morris, but he is able to pass in time to the scrum-half, G. P. Lawrence. The Eastbourne forward in the scrum-cap is A. W. Hawkins
Left: After a scrum down in the Eastbourne half, G. P. Lawrence gets the ball away for Cranleigh. The Eastbourne three-quarters move in to intercept, but it was another break for Cranleigh's forwards

FATHER CHRISTMAS ABROAD

BY SYLVIE NICKELS

In Jersey, largest of the Channel Islands, Gorey Castle towers over neat white houses on the quays de
Above right: Looking across the Grand Harbour in Valetta, the capital of Malta, bathed in sunshine

270 One of the nicer and less publicised aspects of spending Christmas abroad is seeing how other people enjoy it. It does us all good to be reminded of the universal quality of the greatest of Christian festivals. The variation in the customs of its celebration adds to understanding.

Though I have not yet seen Christmas cards on sale in summer anywhere but in this country, preparations abroad begin several weeks in advance and many of the traditions which accompany them are charming. Some of these centre around St. Nicholas whose many guises and wide assortment of awesome companions may seem far removed from the 4th century Bishop of Myra and his anonymous gifts to the poor, but will thrill western Europe on and before December 6.

Bearer of gifts, arbiter of youthful good behaviour, St. Nicholas, Santa Claus, Sinterklaas, also distributes justice. In Holland, Black Peter of charcoal skin and 17th century costume, accompanies him carrying a sack in which bad children will be dispatched to Spain; in Austria, he is replaced by Krampus, the devil with tail, chain and broom; in parts of Germany, Knecht Rupprecht (Knight Rupert) plays his part; in Belgium, Père Fouettard may be more easily bribed by putting carrots out for the old man's donkey. Scandinavia's Father Christmas—who has naturally ridden down from the fells of Lapland—gets elfin assistance from gnomes who haunt the barns of every farmhouse—providing they've first received their customary quota of rice porridge.

Another northern tradition is Sweden's Feast of Sta. Lucia, the Sicilian maid who symbolises light in one of the darkest mid-winter corners of Europe. On December 13 she is represented in family, factory, office and hospital by a young girl in a white robe, her head crowned by nine lighted candles as she dispenses coffee and saffron cakes.

Beautifully performed Nativity plays can be seen in parts of Germany and Austria; throughout France are many moving religious services, especially in Provence on Christmas Eve which, everywhere on the Continent, provide the climax of the Festival. In Spain, the Three Wise Men are the traditional bearers of gifts on Twelfth Night, though their journey began the day the *nacimiento* was first installed in every home and the figures moved closer to the Crib day by day.

Many regional customs now accepted as part of the Christmas or pre-Christmas festivities, of course, have far more to do with pagan superstitions than the birth of Christ. Many are concerned with the dispersal of evil mid-winter spirits with bells or blunderbusses or the plaintive call of the mid-winter horn. They have, however, as much place in a Christian festival as plum pudding and paper hats.

The London office of the national tourist organisation for each country can supply more information on these customs and where they can best be seen. Their discovery and enjoyment could provide a memorable Christmas journey. But there are, of course, much more organised possibilities available in terms of Christmas entertainment both at home and abroad. Cook's have a leaflet full of suggestions, including three in the winter sunshine areas. The first is Malta (8 days from £63 5s; 15 days from £90) leaving on December 21. The second is in Torremolinos, the Costa del Sol resort which, like Topsy, just "grow'd" and can't seem to stop (one week from £70 14s). The third is a tour to Lebanon, Jordan and Egypt, with Christmas day spent in Jerusalem (15 days from £186).

Galleon Holidays have a number of Christmas house parties in various centres in the UK. One suggestion introduces a breath of sea air into the proceedings at Lynton, with an attractive-sounding entertainments programme which caters well for children. As usual, Erna Low has several Christmas parties in the UK, including the Isle of Wight and Channel Islands. One of her Christmas and New Year tours abroad is to Salzburg, with attendance at Christmas Mass in the Cathedral, two visits to concerts or theatres and a variety of excursions. The duration ranges from five to 14 nights in Salzburg, with choice of travel by rail or air.

Christmas holiday arrangements abroad by Victor Travel will have special appeal for those on a limited budget: 6 days to Ostend from 17½ gns; 7 days to Jersey, 29 gns (air travel); 8 days to Majorca, £57 9s (air travel). Lunn's offer two five-day Christmas breaks in Ostend and Paris, and a six-day arrangement with a destination in Tangier.

In *The Sphere* of August 24, I referred to a number of Christmas and/or New Year cruises. Since then, details of others have become available, including three in the Mediterranean by Lunn's; duration is from 21-29 days, the cost from 129-189 gns, based on second class surface travel to and from the Mediterranean port and accommodation in two-berth first class cabins. Horizon Travel, in co-operation with Typaldos Lines, have a 17-day Christmas cruise itinerary calling at a number of lesser known Greek ports, Antalya in southern Turkey, three days in the Lebanon, two in Israel. The 24-day Christmas cruise of Oliver Tours also concentrates on the eastern Mediterranean, but provides three days in Egypt. Rates from £150 to £310, with day air travel between London and Venice.

Apart from special arrangements, most travel agents organising group or individual winter snow or sunshine tours have departure dates to cover the Christmas period, and it would be hard to imagine any centre without its own programme of Christmas festivities.

For further information: Thos. Cook and Son, Berkeley Street, W.1; Galleon Holidays, Eccleston Court, Gillingham Street, S.W.1; Erna Low Travel Service, 47 Old Brompton Road, S.W.7; Victor Travel, 54 Church Street, Enfield, Middlesex; Lunn's, Marble Arch House, 36 Edgware Road, W.2; Horizon Travel, 21 Maddox Street, W.1; Oliver Tours, 14 Bute Street, South Kensington, S.W.7.

Left: ' We three Kings from Orient are ' led by a young caroller with a painted star over the snow in a village of the German Alps. Christmas traditions are deep-rooted in Germany, especially in southern parts of the country

TO EUROPE VIA CHERBOURG

Of all the French Channel ports, Cherbourg is undoubtedly the handiest for the motorist taking his car abroad on holiday. It is a convenient starting point, not just for Normandy and the Brittany coast, but for Spain and Portugal, the south of France and Italy. The connecting roads are traffic-free and fast, with no large conurbations in between. The road down the Cotentin Peninsula, for example, to Avranches, is first rate, allowing average speeds of 100 kilometres an hour.

And on the British side of the Channel, Southampton has advantages over Dover or, indeed, Lydd, since it is more centrally situated for much better access by road to the Midlands and the North. The road should be widened, though, between the Winchester by-pass and Southampton since bottlenecks are liable to occur there with sometimes disastrous delays when checking-in times have to be kept.

However, the advantages of a car and passenger ferry between Southampton and Cherbourg outweigh the disadvantages and the new service which will be started next year on May 11 will be welcomed by motorists. Thoresen Ferries, a Norwegian concern, will be using a new, stabilised ship which will be launched early in the New Year. She will carry 180 cars plus 800 passengers and the journey will take four and a half hours. A quick turn-round of 45 minutes will allow the ship to return almost immediately, thus offering a morning and afternoon service and, later on, one during the night. The fares are going to be very cheap, from £4 10s to £13 for a single journey, according to the length of the car, and passenger fares, single, of £2 17s 6d. Accommodation overnight ranges from 5s for couchettes or sleeperettes to £1 per berth in a de luxe cabin.

Present timings are attractive; from May 11 to May 14 there will be a service on Monday, Tuesday, Wednesday and Thursday leaving Southampton at 10 o'clock and arriving at Cherbourg at 3 o'clock, returning at 3.45 and arriving at Southampton at 8.45 p.m. A special Whitsun programme will extend this service to Saturday and Sunday, with overnight departures. From May 18 to June 10 there will be services on Sunday, Monday, Tuesday, Wednesday and Thursday, with extra services on Friday and Saturday. From June 11 to July 31 services will be extended to cover overnight departures on Mondays, Wednesdays, Fridays, Saturdays and Sundays. The general agents in the United Kingdom are James Burness and Sons, Ltd.

The success of British United Air Ferries to Basle, Geneva and Strasbourg has prompted the company to develop more of these long-haul services. It has been appreciated that Coventry is a very suitable departure point for motorists willing to drive all the way down to Southend, and applications have been made for licences to operate seven car-ferry services from that city to Guernsey, Jersey, Le Touquet, Calais, Cherbourg, Liège, Geneva, and Rotterdam.

Further applications have been made for long-haul car-ferries from Lydd to Basle, Geneva, Strasbourg, Nimes and Bordeaux, Liège and Geneva, also from Bournemouth to Geneva and to Bordeaux, and from Southend to Liège and Geneva. If the Air Transport Licensing Board approves, British United Air Ferries will speed up delivery of their remaining Carvairs so that ten will be in service next summer. **W.D.C.C.**

RURAL ENCHANTMENT

272 **The Year of the Pigeons** by John Moore: Collins. 18s, is another of this writer's admirable books about the English countryside. From a house in the tranquil depths of Gloucestershire he has written these rural reminiscences of the countryside as seen, for much of the time, from a horse's back. From this small eminence Mr Moore has observed his own and his neighbour's land, the seasons as they pass and every little event, even in the lives of birds and slow worms; an enchanting book.

A Book of Marriage selected by Ivor Brown: Hamish Hamilton. 25s. Here is a splendid new anthology, appropriately dedicated to the compiler's wife, and containing excerpts from the writings of poets, playwrights, novelists, sailors and sages great and small. You will find Shakespeare and Shelley, Oscar Wilde and Smollett, Jane Austen and Aldous Huxley, if not cheek by jowl then at least neighbours in sections on Wooing, Wedding and the giving of Opinion and Advice. Everyone will want to make his own choice among these treasures. My own is Robert Louis Stevenson's: "Whatever keeps a man in the front garden, whatever checks wandering fancy and all inordinate ambition, whatever makes for lounging and contentment, makes just so surely for domestic happiness."

Between Meals by A. J. Liebling: Longmans. 18s, has come into being for two excellent reasons. The author is genuinely, deeply and appreciatively fond of food and, as well as this, he can write extremely well. In this book of essays he discusses the great restaurants of the Pyramide, a long-ago meal with his parents and a classic restaurant in Paris of which he writes sombrely that "the matelote of eels was not as good as you'd get in any Sunday fishermen's tavern along a riverside; in depressing fact, it was bad." Mr Liebling loves Paris (that restaurant excepted) and writes of it knowledgeably and humorously. Anyone who feels the same way is going to enjoy this book a great deal.

The Last Four Lives of Annie Besant by Arthur H. Nethercot: Hart-Davis. 42s, takes the career of this extraordinary woman from her 46th year to her death in 1933, and shows her in the concluding phases of her life as Indian educator, propagandist and mystic, as President of the Indian National Congress, as a deserted leader and as possibly the most energetic figure in the theosophical society. Her friendships were not only world-wide but amazing, and included such differing characters as Shaw, Oscar Wilde and Gandhi. Mr Nethercot's final volume is comprehensive, fascinating and quite certain to be regarded as the definitive life of Krishna Menon's "most magnificent lady."

The Stuarts in Love by Maurice Ashley: Hodder and Stoughton. 30s. Freud wrote that nothing reveals the essence of personality so piercingly as man's attitude to love, and Dr Ashley has examined this generalisation in relation to the Stuart rulers. He has written of the passionate ambitions of Mary, Queen of Scots, of James I's homosexuality, of Charles I's uxoriousness, of Charles II's generous *amours*, of William III's hidden emotions and of Queen Anne's tendency to lesbianism. His book is both scholarly, as befits a Doctor of Philosophy, and entertaining.

John Keats—*The Making of a Poet*—by Aileen Ward: Secker and Warburg. 50s, is an impressive biography and study of the poet which manages to combine a most sympathetic understanding with a total lack of sentimentality. To be as deeply interested in the brief life of such a being as Keats must have been argues affection, for the more one learns about him the more one likes him, and to read his published letters inevitably makes one his friend. Miss Ward's achievement is that she has presented Keats with detachment and lucidity while at the same time as a really dear fellow.

Francis Bacon—*The Temper of the Man*—by Catherine Drinker Bowen: Hamish Hamilton. 25s, is intended as an introduction to Bacon the boy and the man; a biography to serve as a basis for a study of his writings. The book includes some interesting details of his childhood and later of his long struggle—it lasted 25 years—to attain office. In this time of humiliation and failure Bacon remained in political obscurity but he was writing his inimitable *Essays* and founding his brilliant reputation. Mrs Bowen writes vividly and with a forcible clarity of the events of Bacon's life and her biography of this "cheerful, irrepressible genius" is a real delight.

Path of Dalliance by Auberon Waugh: Chapman and Hall. 21s, is this writer's second novel: an uneven but in the main witty account of the lives of a small group of Catholic undergraduates at Oxford. I hope that Mr Waugh won't resent it if I say that there are overtones of his famous father's manner, particularly in that sense of disaster descending on helpless victims which Mr Evelyn Waugh has, in his time, conveyed with such dazzling accuracy. For the rest Mr Waugh's book is perfectly capable of standing on its own merits, which are many.

The Breaking Wave by Vivian Werner: Hart-Davis. 21s, is an American first novel and a good one. The setting is New England, a region which gave birth to American Puritanism, a heritage which, in the author's view, can still distort present day life. Miss Werner has a natural style and an easy way with dialogue. Her story of a bored woman and her *affair*

THE GHASTLY BLANK

Cooper's Creek by Alan Moorehead: Hamish Hamilton. 30s.
The Lion Gate by Leonard Cottrell: Evans Brothers. 25s.
Night Sky at Rhodes by Stephen Toulmin: Methuen. 30s.
Meteora by Donald M. Nicol: Chapman and Hall. 35s.
Thrilling Cities by Ian Fleming: Jonathan Cape. 30s.
The Vienna Opera by Heinrich Kralik: Methuen. 4 gns.
Organisation in Business Management by Walter Puckey: Hutchinson. 35s.
On Thinking Statistically by M. B. Brodie: Hutchinson. 12s 6d.

Only an Australian, knowing the character of that mysterious "ghastly blank" that is the dead heart of Australia, could have told with such profound effect and such a sense of atmosphere the story of the ill-starred Burke and Wills expedition which penetrated the remote interior of the continent 100 years ago, starting in 1860 from the gold rush town of Melbourne, reaching the brackish shores of the Gulf of Carpenteria, and finally struggling back to the denuded base camp at Cooper's Creek, only to find the rearguard departed. Alan Moorehead's chronicle of this expedition, which ended in disaster, public wrath, and a Royal Commission, is marvellously well told, and the characters of the principle actors from Burke, with his Irish Quixotry, to Landells (the camel man whom Australians dubbed a perpetual complainer or "no hoper"), and King, the faithful servant who returned to tell the tale, emerge with notable clarity. Saddest of all perhaps was the fact that Burke and Wills, after crossing the continent from south to north, were denied their Cortez-vision of the leaden sea that washes along the Gulf of Carpenteria; instead they were bogged down in the mangrove swamps with never a sight of the waves and only a trickling 8 in. tide to tell them that they had done what no white men had ever done before their day. In *Cooper's Creek* Mr Moorehead has excelled his very excellent best. There is added gratitude in the fact that he never mars his gripping narrative with imagined conversations and other fictitious touches.

Leonard Cottrell, Stephen Toulmin, and Donald Nicol are three writers who have personally followed old trails in Greece and the Levant, their journeyings yielding three volumes of much interest. In *The Lion Gate*, Mr Cottrell has sought to delve further into the mysteries of Mycenean civilisation, which, the first to develop on the mainland of Europe, influenced classical Greece and by this route penetrated our own culture. This probing into the origins of the Homeric world reaches, of course, no firm conclusions, but, if it is better to travel than to arrive, it can also be said that travelling in Mr Cottrell's company is a positive pleasure. Stephen Toulmin, now Director of the Nuffield Foundation Unit for the History of Ideas, has written an unusual travel book exploring the ancient sites in Greece and Turkey where the early philosophers lived and worked. *Night Sky at Rhodes* makes plain that natural science developed in Ionia in the 6th century B.C. because men were rich enough to turn to philosophy as a leisure time recreation. The author's journey in the steps of Thales, Anaximander, and Anaximines makes an entertaining and intellectually exciting book. There is the same questing spirit in Donald Nicol's *Meteora*, an account of a journey to the little known rock monasteries of Thessaly. These "monasteries-in-the-air" stand perched on the summits of enormous rocks in a remote corner of Northern Greece; perhaps the strangest monuments in Christian religious history. The author has paid several visits to the Meteora, and here makes a serious attempt to explain these phenomena in markedly different terms from those of Robert Curzon, who perpetrated such a highly coloured account.

makes more absorbing reading than I had expected and I look forward to her next book.

Vernon Fane

Life in Regency England by R. J. White: Batsford. 21s. A man retiring to a desert island to mug up the social history of the Regency period would do well if he chose for his slender book-box The Creevey Papers, Jane Austen's novels and the works of the Hammonds. In *The Age of Elegance*, that admirable picture of what was an expanded label rather than a nine-year epoch, Arthur Bryant listed 350 authorities and relied greatly on these three, although half his book was devoted to wars. Mr R. J. White, in his book, sticks to his brief, names fewer authorities (*The Age of Elegance* is one of them) and offers some new ones. With advantages perhaps he might have relied more on Creevey in dealing with the Whig nobility and a good deal less on the shoddy journalism of Prince Pückler.

But all the charm of that enchanting period and much invaluable light emerges from his 170 pages, superbly illustrated with 150 contemporary reproductions. He is particularly sound on Jane Austen, though "*Bigg Walker*" provides more comic relief than ever did Bigg-Wither. Altogether this is a book to keep—a miniature J. R. Green—to be prized alike for its information and illustrations. It may be convenient for historians to break up history into reigns, but epochs are seldom coterminous with reigns; they are coterminous with inventions. The railways and the internal combustion engine both ended epochs; Victorianism was born in the Regency.

John Gore

Next week our book pages will be reviewing luxury gift books and children's books, as suggestions for Christmas presents.

One of the most successful word coiners of our day, Ian Fleming, the creator of James Bond (*Dr No*, *From Russia with Love* and all those), has written a travelogue, and he calls it *Thrilling Cities*: they are Hong Kong, Macao, Chicago, Berlin, Vienna, all the sort of places where James Bond has his elegant but ruthless being. This cheerful series of essays covers the lighter side of life in the great metropolises of the world. Each essay has a practical side, with hints on where to go, what to do, and what not to do.

Heinrich Kralik, Austrian musicologist, has produced a copiously illustrated account of the unique role played by the Vienna Opera in Viennese social life. If the price of 4 gns is high, so also is the quality of the drawings and illustrations, matching indeed the writing of this fascinating survey.

Those who would probe the higher realms of business management will find much to guide them in Walter Puckey's *Organisation in Business Management*, and M. B. Brodie's *On Thinking Statistically*, the latter a publication of the Administrative Staff College. Sir Walter Puckey takes the view that management is becoming infinitely too complicated. Its future efficiency will depend, he urges, on simplification; and in that lies the essence of his message.

Richard Edmonds

DANCERS AND GARDENS

IN *Great Gardens*, by Peter Coats, Weidenfeld and Nicolson present a sumptuous volume (5 gns) illustrated with photographs in colour and black and white. That of the topiary garden in Britain, at Levens Hall in Westmorland (above) is one of several hundred revealing the beauties of famous gardens the world over. A new kind of book on ballet appears in *The Dancer's World*, published by Collins at 45s. It has over 170 photographs by Michael Peto and text by Alexander Bland. One of the illustrations to the book (top), shows Donald Macleary and Svetlana Beriosova dancing together as the young lovers in *Antigone*.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **JOHN ALPHONSE HOLT**

Mr Holt has been Chairman of John Holt and Company (Liverpool) Ltd. since 1949. The company was founded after a successful visit to West Africa by his grandfather in 1862. It is on the West African coast that the company has its extensive trading interests. Besides these interests, the company is well known as a shipowning concern, operating the Guinea Gulf Line from its offices in Liverpool. Mr Holt was born on August 27, 1906, the son of the late Robert Longstaff Holt. Educated at Radley and Merton College, Oxford, he first joined the family firm in 1927. His work for it was interrupted by war service with the Royal Artillery, which took him to West Africa, France, Belgium and Germany. He was mentioned in dispatches and was awarded the MBE in 1945. Mr Holt is a Director of Martins Bank Ltd., the Cunard Steamship Co. Ltd., and Sea Insurance Co. Ltd. In 1960, on behalf of John Holts, he purchased Château Rausan Ségla and entered the wine and spirit trade. This diversification was inspired by the need to re-invest French Colonial francs blocked in French Equatorial Africa. Today the Company owns around 70 branches in the UK for the sale of wines and spirits, control of Louis Eschenauer, the Bordeaux shippers, and two further Châteaux. Married, with a son and daughter, Mr Holt lives at Lea Hall, Lea by Backford, near Chester

OIL FROM KUWAIT

by The Sphere Industrial Correspondent

After considering proposals from a number of American and European groups, the Ruler of Kuwait has finally chosen the British Petroleum Company and the Gulf Oil Corporation of Pittsburgh as the foreign partners in the development of a fertiliser industry in this tiny, petroleum-rich Arab state. A local company already set up with state participation, the Kuwait Petrochemical Industries, will own 60 per cent. of the new Kuwait Chemical Fertilisers Company, BP 20 per cent., and Gulf 20 per cent. The news is significant in more ways than one for the British oil and chemicals industries.

First, BP and Gulf are the existing oil concessionnaires in Kuwait itself (though Royal Dutch/Shell has a concession covering the main territorial waters of the state while an American and a Japanese group have concessions on land and offshore in the "Neutral Zone" between Kuwait and Saudi Arabia). And it is true to say that existing oil concessionnaires, in any Middle East oil country nowadays, are not necessarily the most popular with the governments when it comes to making entirely different new contracts.

Indeed, BP and Gulf on the one side and Kuwait on the other form parts of the two groups now bargaining over the demand for major alterations in the pattern of Middle East oil concessions put forward last year by the Organisation of Petroleum Exporting Countries, which have only just in the last month come to a crunch of possible decision. The "major" oil companies, of which BP and Gulf are two, have not hastened to offer changes which are liable to cost them many millions of pounds a year in their existing contracts, and the latest round of negotiations has occurred under the threat of "unilateral action" by the oil-rich governments such as Kuwait's.

It must be rather reassuring for these companies, and for Britain's interest in Middle East oil generally, that notwithstanding this unsettled and still controversial business pending, the Kuwait government has chosen to deal with them—partners whom it knows well, even though it often has to argue with them—rather than with any of the other American or European groups that are anxiously sniffing around for Middle East contracts nowadays. Americans are to be found in force among the Middle East newcomers; European companies, notable among them Germans, are looking for opportunities there, but among British groups one hears of one or two engineering contractors and consultants, but not of many other companies trying to get into oil or other profitable manufacturing ventures in the area.

The temptation might well have been to choose one of these "independents," or newcomers, as a partner in this manufacturing venture; in fact, however, the Kuwait government had not been lucky with an earlier partnership in this field. A few years ago it carried out economic and technical studies for a possibly larger-scale petrochemical venture with an Italian group of engineering consultants and contractors; but disputes arose between the two parties, and it was eventually decided to dissolve the partnership before the project ever got beyond the blueprint stage. The development now to be undertaken with BP and Gulf follows upon further independent technical studies commissioned by the government; it envisages step-by-step development, beginning with products for which Kuwait's hydrocarbon resources give it particular advantages.

The petroleum upon which this chemical development will be based is natural gas, not oil. The development, indeed, follows on an agreement between the government and these two companies, in their role as oil concessionnaires, that Kuwait should have full title to any of its natural gas that it can usefully develop. In Kuwait, the natural gas produced is "associated gas," which, dissolved under pressure in the oil underground, provides the driving power to bring Kuwait's oil riches to the surface. A good deal of it comes up with the crude oil; at the wellhead it is separated out, but the question of making commercial use of it arises. A little can be used for driving engines involved in oil production and the limited amount of refining done in Kuwait; much more is used to generate electricity for the state, and of late to run the expensive salt-water distillation plants that provide the country's drinking water. But this still leaves vast quantities of gas spare. Some is re-injected into the oil-bearing structures to keep pressure up, but this technique may be expensive; so much of the spare gas has traditionally had to be "flared," i.e. burned off. And the Kuwait government, like most others in oil-producing countries, very much dislikes seeing a potentially valuable resource squandered in this way.

The gas, however, is only potentially valuable, on the spot; and it is not as cheap to move as oil. Studies of moving it from the Middle East to, say, European markets by pipeline or by tanker have suggested that its high transport costs, in comparison with oil moved to these markets or with natural gas deposits nearer there, would not yield the producing source much revenue. Moreover, governments such as Kuwait have a healthy prejudice against exporting it; this fuel and hydrocarbon source, they feel, should be used to develop local industries, which their oil never has directly. Oil, shipped away, has returned them the wealth to invest; gas should be used as a local resource in which to invest it. And certain chemicals, such as ammonia, may be shipped liquid in tankers more economically than gas could.

Even with gas virtually free, chemical development in countries such as these is not automatically economic. Raw material and fuel costs are obviously low; construction costs, however, tend to be much higher than in industrialised countries. Most important of all, the local market is necessarily very limited; and with highly capitalised industries such as chemicals one needs a pretty large-scale operation to get "advantages of scale" in manufacturing costs. Kuwait, therefore, will need export markets for some of the ammonia and urea fertilisers that it proposes, in the first instance, to produce; and one of the criteria to which it attached importance in seeking partners from foreign business interests was experience in world-wide marketing.

The world market for ammonia fertilisers, though growing steadily, is not an easy one at present; existing capacity, plus what the chemical industry calls "paper ammonia," i.e. plans to put up new capacity, has somewhat exceeded demand for a year or two, so that the price has softened. Among the "paper ammonia" projects, moreover, it is new capacity based on very cheap base materials, natural gas in Trinidad and now Kuwait, that may prove the biggest threat to existing, and possibly higher-cost, production.

In highly competitive conditions, it may not prove easy to make a quick commercial success even with plants such as Kuwait's. But for a rich country sensibly anxious to encourage commercial development, some financial support for "pioneer industry" of this kind would anyway make good long-run economic sense. For the world chemical industry, ventures such as this could be the first shifts towards some significant redistribution, over time, of its manufacturing pattern. For British oil interests, it could be opening a new chapter of commercial partnership with states in the Middle East—building upon, but radically differing from, the long history of Britain's role in developing Middle East oil.

The tanker *Borgsten* is launched from the North Sands Shipyard in Sunderland of J. L. Thompson and Sons. The ship has been built for the Norwegian shipowners Fred Olsen and Co. of Oslo. It cost about £3½ million

MORE THAN A BAKER'S DOZEN

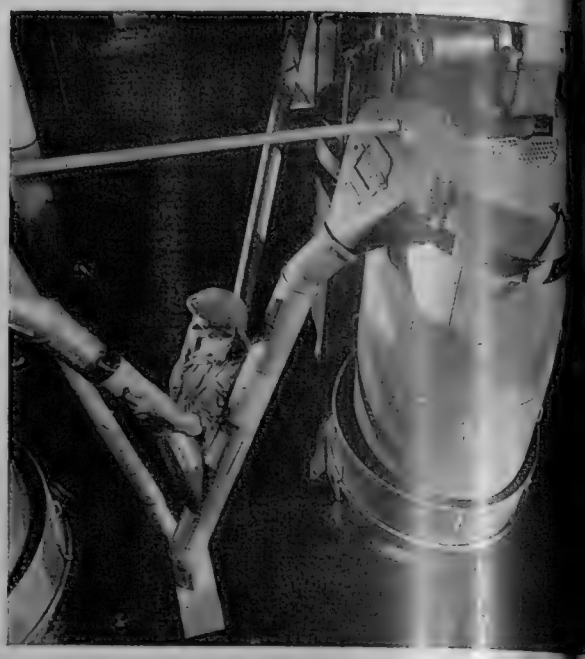
276 Grinding corn and baking loaves—once traditional but hardly complex skills—are today big business. One modern bakery may bake enough loaves in a week to stretch end-to-end for 50 miles. Complicated and expensive milling machinery produces thousands of tons of flour a year. The production of animal feeding stuffs for the farmer, a by-product of this process, is an enormous business in itself.

Fifty-five million British mouths to feed means that the flour business must be 100 per cent. up-to-date—in machinery, transportation, research in quality testing and product development, and in marketing techniques. Mills are sited at the country's major ports, or within easy access of them. Electronic controls; pneumatic handling of flour; bulk delivery in specially designed tanker transporters; all these help to increase the efficiency of up-to-date mills and the quality of their flour products.

In bakeries, too, the very latest techniques of automatic processing are used for mixing the dough and baking, slicing and wrapping loaves. Electronic eyes count loaves as they are made. But the traditional skills of the baker cannot be disregarded if the housewife is to get the product she wants.

Ranks Hovis McDougall Ltd. affords a case history of a dominant company in this giant flour business. Its origins lie back in 1875—with the first Ranks windmill at Hull—but, by the first half of the present century, Joseph Rank Ltd. had become England's largest milling concern. And today they are the largest single buyer of English wheat. Hovis was born in 1885 as Smiths Patent Germ Bread, became Hovis Ltd. in 1918, and merged with McDougalls Ltd. in 1957.

The Company today has 55,000 employees and some 36,000 of them work in bakeries. Its mills, more than 150 large bakeries, and many factories and offices are distributed throughout the British Isles. Flour milling, baking and the compounding of animal feeding stuffs are its main business interests; however, subsidiary companies undertake such varied activities as blending and packing butter, making chocolate couverture for bakers and biscuit makers, and even specialist coachbuilding.



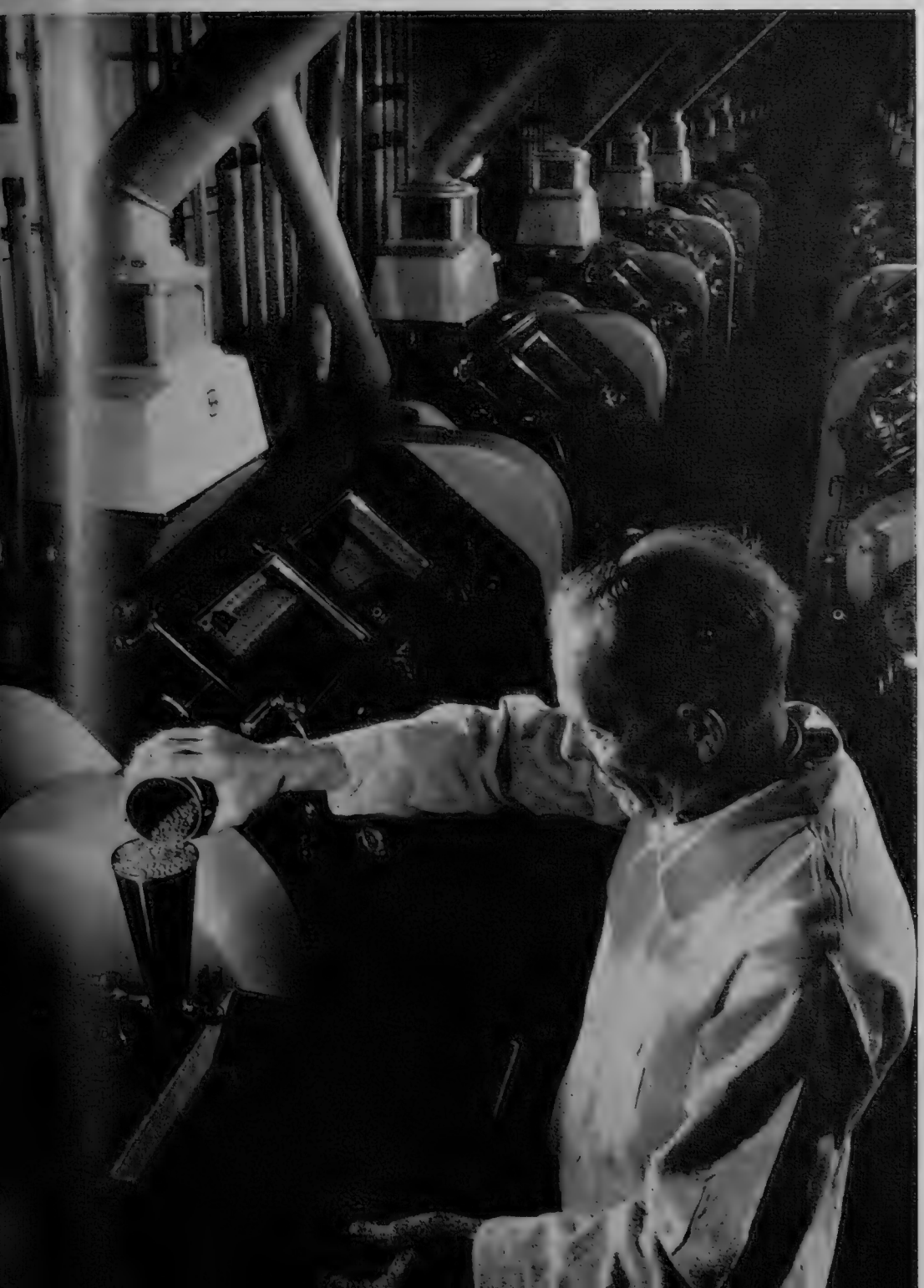
Above: Wheat has to have the right moisture content before it can be ground. Here at the Ranks Hovis McDougall mills at Birkenhead it is put through a conditioner for final tempering. One of the developments that has made mass handling of wheat possible is 'pneumatic elevation'. Instead of being conveyed in sacks from stage to stage, the wheat grains are sucked continuously and in large quantities through tubes

Top right: In this picture, an operator is seen removing a panel in one of the tubes to examine the flow of wheat. As the flow is downwards at this stage, his interruption of the suction is compensated for by the force of gravity. The machine behind him is called a whizzer; it dries the wheat-grain by a centrifugal process

Right: The technique in transferring grain from place to place is further illustrated in these air-guides at the bottom of the pneumatic elevators

Left: In order to get a consistently uniform product, the bakeries must have flour of a controlled and known quality. When the wheatgrains are ground, they are put through a series of metal rollers set at a certain pressure. The flour which results is then screened by sieving, a process that takes place on the "plansifter" floor of the mills. Here, at Ranks Hovis McDougall, an operator is shown taking samples of the flour once it has passed through the sieves, seen behind him in large white cabinets. Baking flour varies with the proportion of bran and wheat germ that is included. From the flour for Hovis bread, for example, the coarse indigestible bran has been eliminated. To it is added an extra amount of lightly cooked wheat germ, so that it contains many times its original amount

Above: A further test is made daily at the company's mills to ensure that the quality of the bread flour is up to standard. This is the "practical test." The baker in charge of it is shown here putting dough-filled pans into the ovens. Quality control of this kind is one of the most important steps in protecting consumers from an inferior product



Left: If the moisture content of the wheatgrain is too high, a uniform consistency in the flour after rolling will not be achieved and damp grains would certainly clog the rollers. So the weight of each bushel of wheat going into the rolling mills is carefully measured to see if further "tempering" is necessary. Tempering is part of the general process of preparing the wheat in such a way as to separate the bran from the endosperm in the best combination for the production of baking flour

More pictures on pages 278-9

MORE THAN A BAKER'S DOZEN

continued from page 277

Top: The production of bread at the British Bakeries Ltd. is thoroughly mechanised. Mixed dough is shown as it is discharged from a high speed mixer into a kneader bowl

Top right: While it is still in the kneader bowl the dough is wheeled to the large arm of the kneader. Before the canopy is lowered and the kneading begins, yeast is fed into the bowl by the operator

Above: After half an hour's kneading the dough reaches the "knock back" stage. This is when it is a glutinous mass capable of taking an impression. It is then ready for the next stage on its way to the ovens

Right: When the dough leaves the kneading bowl it is transferred to a machine that divides the large dough ball up into small pieces. These pass along, from top to bottom in the picture, and are pushed automatically into "prover" pockets. This forces the dough into the shape required for baking

Far left: From the proving machine, the dough pieces move by conveyor belt to the automatic panner-moulder. An operator watches as they emerge again in their pans and move on another conveyor towards the ovens

Left: The loaves are moving as they are baked. Here, at a unit of British Bakeries, the loaves emerge from 30 minutes in ovens 55 ft. long

Below: The final stage of the production is mechanical wrapping. For the first time the product can be handled in batches for loading onto trollies

INDUSTRY AND THE STOCK MARKET

THE RISKS OF STEEL

by The Sphere City Correspondent

With the long-awaited upturn in steel production at last taking place, the City is back at its old game of trying to assess the prospects and risks of steel shares. Almost every investment trust and many individual shareholders have a stake in the steel industry. Should they increase their holding, do nothing or sell?

The position is that the steel companies are about to announce their preliminary profit figures for the year ended last September, a period when output rose less than 5 per cent. and when profits can at best only have been marginally better than the previous year. Since September, however, production has gathered momentum as the engineering industry has begun re-stocking and the capital investment programme of the electricity and road-building industries has been translated into firm orders.

First estimates of October's output figures suggest a figure some 15 per cent. above October, 1962 and capacity was being used to the extent of 85 per cent., instead of the dismal 75 per cent. level during most of 1962 and early 1963. Provided the Government does not slow down the capital investment programme of the nationalised industries (because of shortage of labour or materials) and provided the expected recovery in private industry's capital investment plans materialises in the spring, demand for steel should continue at a level substantially above the 1962-63 level for most of next year.

Unfortunately for investors, an improvement in output will not necessarily entail a similar improvement in profits because—in spite of rephasing—capacity in the steel industry will continue to grow under earlier expansion programmes. On present estimates capacity next year will be 31 million tons and output only 23½ million tons (76 per cent. of capacity), while in 1965 capacity will be still greater at 34 million tons (2 million of it obsolete), but production is tentatively put at 25 million tons (74 per cent.). It is true that the National Economic Development Council is more optimistic, suggesting an output figure of some 29 million tons by 1966.

But in fact the surplus capacity problem in steel is world-wide and in Britain's nearest export market, Europe, steel prices have been falling recently, in spite of attempts by the leading manufacturers "to stabilise" the market. Unless or until Europe's economy picks up again sharply, the prospects for a sustained increase in British steel exports appear difficult. Surplus capacity is most severe in the heavy end of the steel industry and probably most serious here because, in spite of the recent slight improvement in shipbuilding orders, most industries that require heavy steel (such as railways, coal mines, ships) are on a long-term view stagnant or declining. Temporarily, however, in Britain it is the sheet steel makers (that supply the manufacturers of car bodies, washing machines and refrigerators) that are facing the brunt of surplus capacity, thanks largely to the Government-inspired plan to increase sheet steel capacity.

As far as trading goes, then, the steel companies can be expected to announce figures for the year to last September that range from the slightly better to the much worse, though most dividends should be maintained. This time next year they should all be reporting better results, but on a two-three year view their profit outlook is distinctly uncertain. But, superimposed on the trading prospects, the investor has, of course, to assess the political prospects, for it is still official Labour policy that the party will re-nationalise the steel industry if returned to power.

It is true that the Labour Party could not carry through re-nationalisation (on administrative grounds alone) for at least a year after taking office and even if it did, the basis would probably be on some average of stock market prices of steel shares. On the other hand, the prospect or fact of a Labour Government must persuade some investors (especially foreign investors) to sell steel shares, while many others will not buy until or unless the Conservatives are returned. On this basis, investors will fairly soon have to make up their minds whether they are going to take a gamble on the election.

Investors who think the Labour Party will win should probably consider selling their steel shares around Christmas. By that time the probable disappointment with the steel companies' 1962-3 results will have been replaced by hopes of optimistic chairmen's speeches. Also (barring disastrous by-elections) the Conservatives' stock can be expected to continue its recovery at least until Christmas.

Investors, however, who think a Conservative victory more probable, should, of course, hold on. There can be little doubt that steel shares will rise well above their present level on a Conservative victory, though fever on the 1959 scale is unlikely. But a few months after a Conservative victory might well be a good moment to consider selling in view of the uncertain longer-term prospects for steel, outlined above. Because of the six-month capital gains tax, any present purchase is effectively tied up over the probable election date and therefore only investors confident of a Conservative victory should buy steel shares now.

MIDLANDS MATTERS *by The Sphere Midlands Correspondent*

280 Powerful forces in the trading stamp war were unleashed at the end of last month when Tesco opened its second largest supermarket on the Coventry Road, Birmingham. Within days the battle that is being fought out along a 200-yard pitch of the busy inner-suburb shopping area between the " stampers " and the " non-stampers " had spread—geographically and commercially. The catering trade, from holiday camps to hotels, joined the stamp givers.

Mr Jack MacKenzie, chairman of Food Securities, Mr Garfield Weston's wholesaling subsidiary which has the exclusive rights to distribute the American-based Sperry and Hutchinson pink stamps, has said that nearly 4,000 applications were received from retailers, and forecasts another 8,000 will be participating ultimately. Because the English printers could not cope, several *tons* of stamps were flown in across the Atlantic. The situation arose when the National Association of Grocers' agreement not to adopt gift plans without several months' notice collapsed.

The early steps are now almost history—Pricerite's first ventures, without warning, followed by Mr Garfield Weston's Fine Fare (550 supermarkets and stores), who announced the decision to move into the stamp field in mid-August but suspended action until the eve of the opening of the Birmingham Tesco supermarket 200 yards down the street. Within 48 hours of learning of Fine Fare's August decision Mr Hyman Kleitman, vice-chairman of Tesco and son-in-law of Mr Jack Cohen, the chairman, was in America bringing five years' knowledge of the situation there up to date. But the final decision, he told me at the opening of the Birmingham supermarket, to go in with the British Green Shield company was not taken until 5 p.m., a few hours before Tesco opened in Birmingham.

Almost next door to Tesco is Pearks who, with Home and Colonial, Maypole and others, are members of the Allied Suppliers group, more than 3,000 shops with a chairman, Mr Malcolm Cooper, directly opposed to stamps. In 200 yards of a suburban main-road shopping centre are all the chief forces of the war: two groups fighting each other, and a third group opposing both.

But Mr Cohen, who started Tesco with a £30 first world war gratuity, does not see this as just a stamp war. Stamps are only one weapon in the fight for customers. Another is price-cutting, though limited because of resale price maintenance. (When Tesco started slashing prices at their biggest, and first, discount store, in Leicester, opened in January, 1962, a number of writs was issued by manufacturers and they had to desist.)

" Our objective is to breach resale price maintenance," Mr Cohen said. " Where we can get manufacturers to supply us with our own brands, we shall do so. We have already developed our own branded products on the food side. Now we want to extend into other ranges. We shall continue to cut prices as well as give stamps; an average of 20 per cent. mark-up on non-foodstuffs is too high. We want to bring prices down for the housewife." Giving Green Shield stamps at Tesco stores is estimated to cost £1 million—but Green Shield will be helping in television and press publicity.

Meanwhile, the Distributive Trades Alliance, of which Lord Sainsbury is chairman, is fast rallying the anti-stamp traders like Marks and Spencer, Boots, or British Home Stores. Lord Sainsbury's own grocery chain of 250 shops has stopped buying Weston's biscuits or bread—said to be worth £500,000 a year to the Weston group. Not since the days of the blitz has Coventry Road, Small Heath, been in the front-line battle.

Dynamic industrialist

Neither of the customary epithets for top management—especially in the car industry—quite fits Donald Stokes. " Dynamic " and " tycoon " seem somehow out of keeping with this 49-year-old who, besides being appointed managing director of the Leyland Group and deputy to Sir William Black, the chairman (himself 70), has won the first award of an export honour from the Institute of Marketing and Sales Management. Since the war Mr Stokes has raised Leyland's overseas business five-fold—a dynamic enough achievement. But he retains a great gift for being relaxed and switching from one facet of his job to another with great ease.

An interview with him in the boardroom never gives the visitor the impression that minutes are precious—as they must be for one who gets through a phenomenal amount of work. Yet on leaving by car for the next appointment he will be reaching for his papers and the dictaphone before the chauffeur is out of first gear. And at the other end of his journey he will step straight into a television interview as relaxed as ever.

GOOD LIVING *by Ganymede*

A few months ago I mentioned a small country inn, *The Crown* at Westleton, Suffolk, and the exceptionally good food that is to be had there. In passing, I referred to the locally smoked salmon served at dinner, which was excellent, but to which at the time, I confess, I did not give much thought. On a more recent visit however, I had another speciality from the same source which aroused my interest. It was a smoked herring, described as Butley herring. Similar to a Buckling, it had much better flavour, and was considerably more juicy—altogether delicious! On inquiry I found that it came, as the smoked salmon did on my previous visit, from the Butley-Orford Oysterage nearby.

The enterprise, which is described by the proprietor, Mr Richard Grosvenor Pinney, as a ' cottage industry ' is based on the deserted Butley Creek, close to Orford. Mr Pinney has established Portuguese oysters there, and the beds, except for the last severe winter, which killed many thousands, are most successful. Because the creek passes no human habitation in its short course, it is entirely free of pollution, a rare thing today, when most oysters elsewhere have to be treated before they are safe to be eaten. These medium-sized Portuguese are sent out, safely packed in wooden chips, at 18s for 50, plus freight.

Mr Pinney showed us his smokehouse, where herrings and sides of salmon were undergoing treatment. He explained to me the difference between the Bucklings I have known and the Butley smoked herrings. Apparently, most Bucklings are cured and smoked after they have been kept preserved in salt, whereas, these herrings are fresh ' longshore ' herrings caught nearby. Longshore herrings caught near the coast are about a year older and correspondingly larger and fatter than the ones caught farther out by drifters. We also had the difference between cold and hot smoking explained to us. Cold smoking produces bloaters (and kippers, of course) which have to be cooked before they are eaten. Further smoking at a higher temperature turns a bloater into a Buckling, or in this case into a ' Butley Herring,' which can be eaten as it is. These, or bloaters, can be ordered from Mr Pinney by the dozen at 10s and postage.

The output of smoked salmon is not very large, but is maintained on an equal level throughout the year, by using frozen fish when necessary, but, I was assured, always only of the best and most suitable quality. A very useful way of distributing this delicacy has been found by Mr Pinney. He offers one pound packs of interleaved slices (sufficient for about eight good portions) which can be despatched for £1 post free. Whole sides can also be supplied, weighing about 3½ lbs., at 12s 6d per lb.

I must apologise to my readers for an error which crept into this column published in the issue dated October 26. Writing about Stock 84, the Italian brandy and its great success in the US, I stated that it sells " the next largest quantity of cognac after Hennessy." The use of the word " cognac " instead of brandy, was of course a slip of my pen. This, in fact, must have been clear to anybody who had read the rest of the article in which I made it quite clear that Stock 84 is a brandy made in Italy, and has no claim to the description of cognac which is reserved for the product of the Charente region of France.

Mr Richard Pinney preparing salmon for smoking

WEALTH OF THE NATION

Above: Sir Edward Spears, Chairman of the Institute (left) talks to Lord Robens and Lord Drogheda
Top: In the Albert Hall during the conference
Above right: Mr Paul Chambers (left), Chairman of ICI, Mr Edward Heath, President of the Board of Trade, and Lord Chandos, President of the Institute
Above far right: Sir Richard Powell, Director-General of the Institute with Mr J. H. Thomson and Sir Halford Reddish
Right: Sir Richard Burbage, of British Home Stores and right, Sir William McFadzean, of BICC
Far right: Sir Ian Lyle, who is the Chairman of Tate and Lyle Ltd., picnicking on the steps of the rostrum

At the Annual Conference of the Institute of Directors in the Albert Hall in London this year, the 5,000 company directors heard the main speech from Mr Edward Heath, newly appointed secretary for Industry, Trade, and Regional Development and President of the Board of Trade, calling on them to take advantage of an expanding market.

TWO-PEDAL MOTORING

282 One of the outstanding features of the European motor show season, which recently ended when the Turin exhibition closed its doors, was the progress made by automatic transmission. Borg-Warner consolidated its commanding position, Renault introduced two-pedal control as an option on R8 models sold in Britain (it has been available in France for some time) and Holland's greatly improved 1964 DAF Daffodil showed that it is here to stay.

What of that other interesting approach to two-pedal motoring, the Hobbs automatic gearbox, now being built by Westinghouse of Manchester? Frankly, I expected it to be officially adopted by one of our Big Five car firms long before now, for it appears to have advantages over rival systems and to be competitive on price. It *is* available, however, for £85 extra, on Ford Corsair, Cortina and Capri models.

As it has no fluid coupling, the Hobbs box suffers no power loss at any time. It gives a pure mechanical drive with over-riding control over all four ratios, each of which gives engine braking. Forward drive in each ratio—and reverse—is obtained from a compound planetary gear train, so all gearing is in constant mesh. The main clutch gives completely automatic take-up of drive from a standstill and the indirect ratios are engaged simply by the application of hydraulically controlled " disc " brakes acting on parts of the gearing; while for top gear a secondary clutch is engaged which locks the gear train to provide direct drive.

The Daffodil performance

How different is the belt-drive automatic transmission of the Dutch Daffodil! This Variomatic system gives an infinitely variable drive ratio by means of two V-belts each running over two pulleys. The front pulleys are driven from the engine via the automatic centrifugal clutch. These pulleys are of variable size, their diameter being controlled automatically by centrifugal weights and vacuum cylinders. This arrangement ensures that the car is always in the right ratio for a given road speed and load.

The rear and the three-quarter view of the Daffodil

It is a completely stepless transmission and the change of ratio is imperceptible unless the driver wishes to get more vivid acceleration for overtaking or hill climbing. He then presses hard on the accelerator pedal to produce the "kick-down" effect which is a feature of the more usual type of automatic gearbox.

I recently drove the 1964 model of the Daffodil to the West Country on test and found that it has been greatly improved since I drove one of the earlier versions. Among 40 refinements listed by the makers are more headroom for the rear-seat passengers, bigger windows, new seats, a dished steering wheel, a more efficient carburetter and a better heater. Although its horizontally opposed, twin-cylinder, air-cooled engine has a capacity of only 746 c.c., the Daffodil has a top speed of about 65 m.p.h. which, if the driver is in a hurry and conditions are suitable, can also be the car's cruising speed, though 55-60 m.p.h. is a more reasonable pace on the open road.

I found the Daffodil a little noisy when accelerating away from rest and when the engine is working hard after the " kick-down " technique has been employed. On the run home in fairly heavy Sunday afternoon traffic I averaged 36 m.p.h. for 145 miles and my fuel mileage worked out at 40 to the gallon. The standard Daffodil costs £552 including tax. There is a de luxe model for £47 more. The drive belts (£5 5s a pair plus 15s for fitting) normally last as long as the tyres.

The best of two carburetters

I am looking forward to trying out the Rootes Group's improved Sunbeam Rapier if only because I want to test for myself the new Solex " Automatic Twin " carburetter with which it is fitted. It is claimed for this new twin-choke compound carburetter that it gives improved fuel economy, better performance and greater reliability. I have just been discussing their new " Automatic Twin " with a Solex technician. " The point is," he said, " that our new carburetter really consists of two built as one. They operate in series, not in parallel, and combine the stability of the fixed choke with the flexibility of the variable choke. By giving the advantages of both types with the drawbacks of neither, we get the best of both worlds!"

One carburetter only is used for starting, idling, driving away and running at low speed. This ensures stability, economy and lively acceleration. As road speed increases the second carburetter comes into operation automatically, giving—my Solex friend claimed—" vivid power combined with stable performance." Most owners of twin-carburetter cars will know of the difficulty of keeping the two units in balanced tune. They will admit, too, if they are honest, that while performance at high engine speeds may be good, twin carburetters do not always give satisfactory service at the lower end of the speed range.

In the new Solex unit the throttle valve of the first carburetter is connected by direct linkage to the accelerator pedal and is mechanically operated. The throttle valve of the secondary carburetter is completely automatic. It is connected by a rod to a diaphragm housed in a depression chamber which in turn is connected by internal channelling to the waist of the choke tube.

Review of motoring books

A number of very readable new motoring books has reached me for review in recent weeks. One of the latest is *A History of the World's Classic Cars* by Richard Hough and Michael Frostick (Allen and Unwin, 42s). This companion volume to *A History of the World's Sports Cars* is concerned—to quote the authors—" with the grandeur of the automobile." It is a lavishly illustrated book which deals lovingly—nation by nation—with famous models of great personality.

First and Fastest (Allen and Unwin, 21s) is a collection of tales which tell thrillingly of some of the classic events in motor racing history. Edited by Richard Hough (who has obviously been very busy) it includes articles by such famous men as Charles Jarrott (on the 1903 Paris to Madrid race), Rudolph Caracciola, John Cobb and Dr J. D. Benjafield (on the 1930 Le Mans race, where the Bentley boys gained their last and probably greatest victory).

Mr J. D. Scheel, a member of the diplomatic service whose big enthusiasm in life is motoring, undertook a big task when he embarked on his *Cars of the World* (Methuen, 30s). He has taken each of the leading automobile countries and carried out a historical survey of the way they have tackled the business of designing and building motor-cars.

Odhams' new *Road Atlas of Great Britain and Europe* (21s) is an enlarged edition of a famous publication which has as its main feature 96 pages of road maps of Great Britain at a scale of six miles to the inch (which I personally find a little on the small side). Among many other features are a 64-page index, eight pages of maps of London and through-way plans for 51 cities and towns.

Motoring Notes

Plans for a Fiat sales drive in Britain include a new car reception and preparation plant on a 5½-acre site at Dover. . . .

When the new drive-on, drive-off car ferry service from Newhaven to Dieppe comes into operation next summer there will be two outward and two inward sailings daily. . . .

In *Road Accident Statistics 1962* RoSPA gives the grim news that in the first 62 years of the present century there were 9.5 million road casualties in Britain including more than 275,000 people killed. . . .

The School of Work Study, Ltd., informs me that during one hour's afternoon observation on 350 parking meters in Mayfair, 56 meters were suspended (because of building operations or other obstruction), two were out of order and only one was available for parking. " In order to be sure of a meter bay " says John Hendry, the school principal, " a driver would have to circulate the 350 meters five times!"

VISIT THE 38th

CYCLE & MOTORCYCLE INTERNATIONAL EXHIBITION

MILAN—
November 30th—December 9th 1963
on the grounds of the
—MILAN FAIR

An unrivalled display of the world-production of vehicles on 2 & 3 wheels

Interpreters service for foreign visitors

RAILWAY REDUCTIONS

For information:
A.N.C.M.A.
Via Mauro Macchi, 32 MILAN (ITALY)

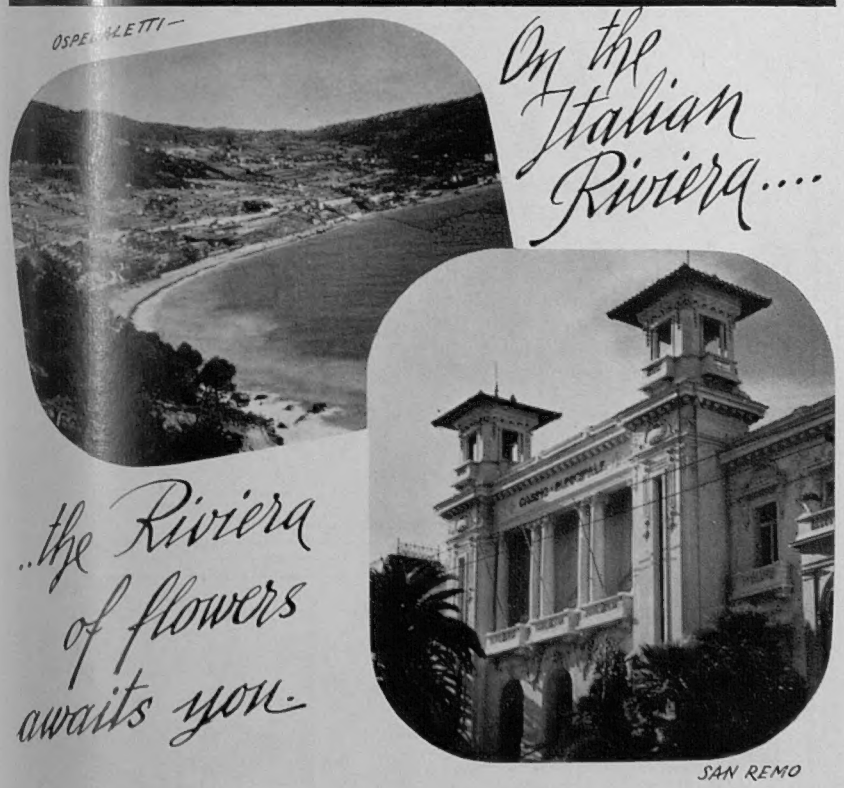
Holyrood Palace, Edinburgh, home of Mary Queen of Scots from 1561 to 1567

HIGHLAND QUEEN
SCOTCH WHISKY
A Queen all the world acknowledges

MACDONALD & MUIR LTD
Established 1893

Queen of Scots

DISTILLERS · LEITH
SCOTLAND



SAN REMO VENTIMIGLIA BORDIGHERA IMPERIA
OSPEDALETTI SAN BARTOLOMEO DEL CERVO
LAIGUEGLIA TAGGIA DIANO MARINA ALASSIO

All-the-year-round resorts with every amenity

Information: ITALIAN STATE TOURIST OFFICE (E.N.I.T.)
201, Regent Street
LONDON W1
ENTE PROVINCIALE PER IL TURISMO — IMPERIA
and all Travel Agents

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of in a mutilated

UPPER BAVARIA
IN WINTER

For information and brochures write to:
German tourist Information Bureau, 61, Conduit Street, London W 1 or Fremdenverkehrsverband München-Oberbayern, Sonnenstraße 10, München 15

BERCHTESGADENER LAND

Wonderful skiing — Cable cars — Skilifts — Learn-to-ski-weeks — Tobogganing — Skating — Snow-cleared promenades.
Information by: Kurdirektion BERCHTESGADEN.

GARMISCH-PARTENKIRCHEN 2400 to 9700 ft.

One of Europe's Classical Winter Sports Places

9 mountain and cableways, 13 skilifts, skiing up to 9,250 ft. Skating, curling — tobogganing, winter promenades — Gala events, casino — 14—16 Feb: Kandahar contest — 56 km to Innsbruck; 29 Jan — 9 Feb: special Olympia trains daily.

PARKHOTEL ALPENHOF. Leading. Centr. pos. P. fr. DM 30.— to 58.—
HOTEL HUSAR. Quiet, central, Garages, Full board from DM 23.—

MITTENWALD 3,000 ft. to 4,000 ft. above sea level.

Sun-flooded alpine resort — Fine skiing — Snow-cleared promenades — 3 ski-lifts — 3,000 beds — The whole year free of fog.

RUHPOLDING Recreation — Sports Social events.

Cable car to Rauschberg (5,500 ft.) — 5 ski-lifts — ski schools — sleighrides — game feeding — daily changing programme of entertainment. Information: VERKEHRSAMT RUHPOLDING.

By Appointment to Her Majesty the Queen
Suppliers of Domecq Sherry, Luis Gordon & Sons Ltd.

For the discriminating palate . . .

IF you know just how good a Sherry can be . . . if you appreciate the delight of a perfect Fino, exquisite in flavour, just full enough in body, just dry enough for the most discriminating palate, there is no Sherry quite comparable with Domecq's "La Ina".

Remember, Domecq's Sherries are grown and aged in Jerez, Spain. They are among the finest in the world and have been acknowledged as such throughout the centuries.

Domecq's **LA INA** *The finest of Sherries*

Fino Exquisite Dry

Remembering the most popular 'DOUBLE CENTURY'
the delicious 'CELEBRATION CREAM'
. . . and the choice Amontillado 'CASINO'

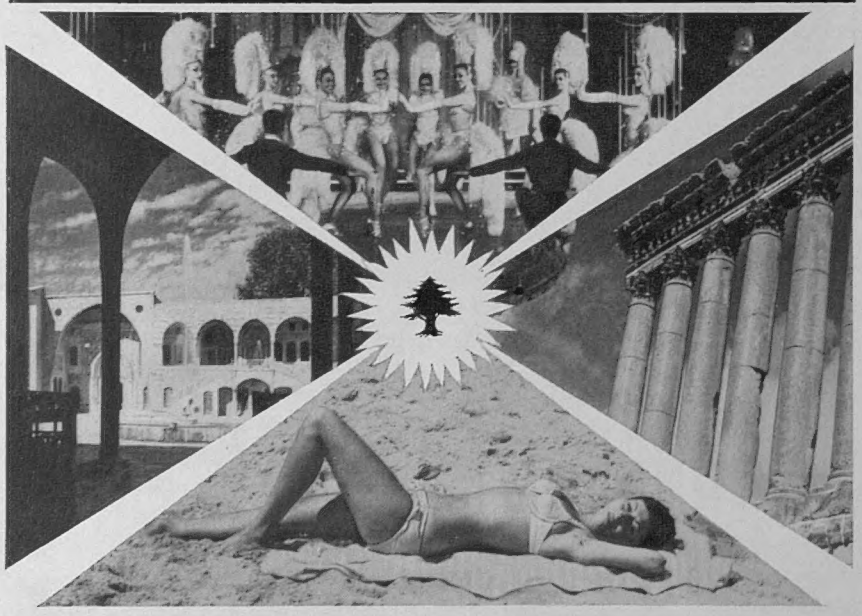
Sole Importers (Wholesale only) Luis Gordon & Sons Ltd., 12 Hobart Place, London, W.1.

A reminder of Spanish Holidays

FUNDADOR

Domecq's SPANISH BRANDY

Lebanon



(Photography: National Council of Tourism in Lebanon)

Visit the land of guaranteed sunshine. Sail, water-ski, skin dive or just relax in the sun on the golden Mediterranean beaches. Visit Baalbeck or the Cedars, Beiteddine or Byblos, Tripoli or Sidon and Tyre; then return for an evening in Beirut, the city of nightclubs, and enjoy oriental and cosmopolitan cuisine with a French flavour.
There are daily flights to Beirut—gateway to the Middle East. Moderately priced accommodation in comfortable up-to-date hotels and an international atmosphere make Lebanon the new playground for the away-from-it-all 20th century holidaymaker.
Consult your Travel Agent or write today for further information and free illustrated brochures:—

NATIONAL COUNCIL OF TOURISM IN LEBANON
INFORMATION OFFICE, 47 REEVES MEWS, LONDON, W.1

CFH/LE63/1

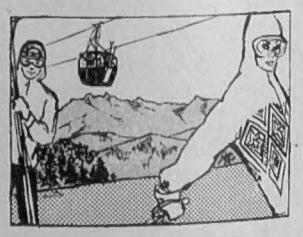
FOR BUSINESS FRIENDS OR CLIENTS OVERSEAS—
WHAT BETTER OR MORE WELCOME GIFT?

From all points of view a subscription to "The Sphere" is *just right!* This intensely readable and magnificently illustrated journal is a gift that never misses the mark. Its arrival is looked forward to every week—a pleasant reminder of the giver—and we enclose a card with the first issue giving your name as donor. Subscription rate for 12 months £8. 4. 0.

Your regular newsagent or bookstall will arrange a subscription for you. Or write to: The Publisher, 13-15 John Adam St., London W.C.2, enclosing remittance.

Villars CHESIÈRES

Altitude 4,350 to 7,350 ft.



The sunny, gay and fashionable winter sports in French-speaking Switzerland

HOTELS TO SUIT EVERY TASTE AND POCKET

Shuttle train services to Bretaye. *Two cable railways* to Roc d'Orsay and Les Chaux over 7,300 ft.
14 chair or ski lifts carring 5,000 skiers per hour
Curling—2 ice-rinks (artificial ice-rink open all year round)
Excellent snow conditions
Spring Ski-ing until April. Hotels open until Easter
Easy to reach—
by train: Paris-Milan line *air:* Geneva Airport *road:* open all winter

For information apply to your travel agent, the Tourist Office in Villars or Swiss Tourist Office, 458 Strand, London WC2

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13-15 John Adam Street, London, W.C.2, and Printed in England by KELIHER, HUDSON & KEARNS LTD., Hatfields, London, S.E.1.
SATURDAY, NOVEMBER 16, 1963. Second-Class postage paid at New York, New York.

Status symbolism

The mink

The drink

DOUBLE YOUR STATUS WITH **VAT 69** SCOTCH WHISKY

Whatever the weather

Chilprufe

takes care of you

MEN'S VEST
Pure Wool. Winter Weight. Round Ribbed Neck. Closed front. Short sleeves.
Sizes 34" to 44" 49/6
46" to 48" 54/6

MEN'S TROUSERS
Pure Wool. Lastex waist. Cross-over front.
Sizes 34" to 44" 49/6
46" to 48" 54/6

MEN'S VEST
Pure Wool. Light Weight. Round neck. Closed front. Half-sleeves.
Sizes 34" to 44" 39/6

MEN'S TRUNKS
Pure Wool. Light Weight. Cross-over front. Lastex waist.
Sizes 34" to 44" 32/6

Please write for illustrated leaflet Dept. SP2

CHILPRUFE MILLS
LEICESTER

Why? Because National Provincial is the Bank with long experience, progressive ideas and a tradition of friendly service which is upheld at every Branch. You will always find the N.P. staff helpful in dealing with your financial affairs—whatever the size of your account. Have a word with N.P. now—they're as up-to-date as you are.

why do so many young people bank with **N·P**

NATIONAL PROVINCIAL BANK—
the experts with the friendly approach

SENIOR SERVICE TIPPED

3'10 FOR 20

SO SMOOTH... SO RICH... SO SATISFYING